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The Hongkong Telegraph

WEATHER FORECAST
FAIR.
Barometer 30.20.

(ESTABLISHED 1881.)

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December 2, 1916, Temperature 6 a.m. 52 2 p.m. 46
Humidity 46

December 2, 1916, Temperature 6 a.m. 65 2 p.m. 69
Humidity 58 49

7529 日八初月一十

SATURDAY, DECEMBER 2, 1916.

六拜禮 號二月二十英港 SINGLE COPY 10 CENTS.
\$36 PER ANNUM.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE RUMANIAN SITUATION.

Successful Russian Offensive.

December 1, 3.55 p.m.

A Russian communique reports a successful offensive along the whole of the Rumanian frontier, south of Kirlibaba, where the Russians, despite powerful artillery fire and violent counter-attacks, occupied a whole range of heights.

Destroying Grain and Oil.

December 1, 3.55 p.m.

Reuter learns that energetic measures are being taken to destroy all Rumanian grain and oil, which is in danger of falling into the hands of the enemy.

Rumanians Violently Attacking.

December 1, 8.35 p.m.

A Rumanian communique says:—We are violently attacking on the whole front in the Dobrudja. There is most violent fighting south of Pitesti and also in the Glavaciov Valley and on the Neajlov, as far as Komana.

We took prisoner several hundreds of men and captured ten machine guns and some war material. There are lively engagements on the whole front from the west frontier in Moldavia as far as the Buceu Valley.

Enemy Bomb Refugees.

December 1, 8.55 p.m.

Reuter's correspondent at Kiff says enemy aeroplanes are mercilessly bombing and firing machine guns on refugees on all roads from Bukharest to towns in West Rumania.

Rumanian Resistance.

December 1, 7.35 p.m.

A German communique states:—Rumanian troops in Western Rumania, who are out off from their Army, are endeavouring by striking out in various directions to escape.

The enemy resisted our forces advancing from the Alt at various river crossings, but was repulsed. The enemy here also assumed the offensive, but could not stay our advance on the Danube.

Our Army has crossed the Neslova Valley and is approaching the lower course of the Argos, in the direction of Bukharest. The communique claims rich booty in Wallachia.

THE GREEK CRISIS.

Venizelist Newspaper Office Attacked.

November 30, 8.35 p.m.

According to Reuter's correspondent at Athens, a crowd of rowdies fired thirty shots at the offices of a Venizelist paper, smashing the windows. There were no casualties.

EXPRESS TRAIN COLLISION IN AUSTRIA.

December 1, 5.35 p.m.

Reuter's correspondent at Amsterdam says that an express train from Vienna, conveying many people returning from the Emperor Francis Joseph's funeral, collided with a slow train from Budapest. Several carriages were shattered. There are numerous dead and wounded.

SUBMARINE SHELLS TRAWLER BOATS.

December 1, 8.55 a.m.

The Provident, one of the British trawlers which has just been sunk, was famous for the heroic rescue of the survivors of the Formidable in January, 1915.

The crews of the trawlers are emphatic that the submarine, which was less than four hundred yards distant, deliberately shelled men in the boats.

The gear was down at the time of the attack, and the trawlers were helpless.

TRADE COMMISSIONER FOR INDIA.

November 30, 2.25 p.m.

It is understood that a proposal to appoint a Trade Commissioner for India in London, has been submitted to Mr. Chamberlain.

ON THE WESTERN FRONT.

More Aerial Work.

December 1, 3.55 p.m.

A French communique says:—There is calm on the whole front. Our aircraft bombed factories at Thionville and bivouacs at Damvillers.

GERMANS IN EAST AFRICA SURRENDER.

December 1, 1.45 p.m.

An East African official message says:—Following a division of the main German force, part of which was defeated at Lupembe, the remaining five hundred, isolated at the Hambale Mission Station, surrendered on November 26.

Between October 19 and November 23, we buried seventy-one Germans, and 370 natives.

The remnants of Wabbe's force, after losing half its strength, is moving eastwards towards Mahenge.

ADMIRAL AS AIR LORD.

December 1, 8.25 p.m.

The Daily Express says the Admiralty has decided to appoint an Admiral as Air Lord.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

THE BALKAN STRUGGLE.

Serbian Repulse Enemy Attacks.

December 1, 3.55 p.m.

A French communique says:—Two violent German-Bulgarian counter-attacks on the new Serbian positions to the north-west of Grunista were generally repulsed with severe losses, though the enemy regained a footing in lost trenches at some points. Bad weather continues to prevent important operations.

Russian Offensive on Carpathian Front.

December 1, 6.55 p.m.

Reuter's correspondent at Odessa says the Russians have taken the offensive on the whole of the Carpathian front.

Big Battles.

December 1, 7.10 p.m.

A German communique says:—The Russians and, on the south wing, the Rumanians, continue "their relief offensive" on a front of over three hundred kilometres between the Jablonica Pass and the heights east of the basin of Kaydiva-Sarhely.

The communique claims that fierce fighting and a high expenditure of blood and munitions have brought the Russians only a few advantages.

ITALIAN AIR SQUADRONS BUSY.

December 1, 5.35 p.m.

An Italian official message says:—Our air squadrons dropped numerous bombs on the railway stations at Volana and Reifenberg, causing damage by fires. Bombs also hit trains.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

EARLIER TELEGRAMS.

AFGHANISTAN AND GERMANY.

November 29, 9.55 a.m.

In the House of Commons, Mr. Chamberlain related the history of the German mission to Afghanistan, which the Amir dismissed in May last.

He said it would not be in the public interest to state what had become of the members of the mission; but some were captured by the Russians and British after leaving Afghanistan.

He paid a high tribute to the behaviour of the Amir in the exceedingly difficult position wherein the intervention of Turkey placed him.

He acknowledged with great satisfaction on behalf of the Government the Amir's loyalty to his pledge of neutrality, his firmness in refusing the seductive but unrealistic inducements to forsake his ally, and his using his influence to prevent disturbance on the frontier.

THE PENSIONS BILL.

December 1, 12.15 a.m.

In the House of Commons the Pensions Bill, amended in the sense indicated on 27th ult., has passed through committee.

THE ALLIED OFFENSIVE.

Reciprocal Artillery Activity.

December 1, 12.15 a.m.

General Sir Douglas Haig reports reciprocal artillery activity the enemy's being particularly severe between the Somme and the Aisne.

Enemy Mining Works Wrecked.

December 1, 12.20 a.m.

A Paris official message states:—South of the Somme there has been a vigorous reciprocal bombardment between Chauques wood and Berny.

Near Massige, in the Champagne, our trench guns blew up an enemy ammunition depot.

North of Four-de-Paris, in the Argonne, we exploded three camouflaged, which wrecked enemy mining works.

Sub-Lieutenant Nungesser brought down his eighteenth aeroplane.

British Again Enter German Line.

December 1, 1.20 p.m.

General Sir Douglas Haig reports that we drove off an attempted raid north-east of Neuve Chapelle and entered the German line at several places south of Arras.

THE BLOMMERSDYK AFFAIR.

December 1, 3.00 a.m.

Reuter's Amsterdam correspondent wires:—In reply to Dutch representations regarding the sinking of the Blommersdyk, off the American coast, Germany has agreed to pay compensation for the ship and a portion of the cargo consigned by the Dutch Government. She refers to the Prize Court decision as to the remainder of the cargo.

She says that the U63 sank the Blommersdyk because the latter would have to touch Kikriwall, and the bulk of her cargo was conditional contraband.

She admits that, a subsequent declaration by the Dutch Government, that the Blommersdyk's grain was consigned to it, shows that the ship should not have been destroyed.

CULTURE IN THE COURLAND.

December 1, 3.00 a.m.

According to Reuter's Petrograd correspondent, refugees state that the Germans in nine months have court-martialed and executed thousands of inhabitants of the Courland Province for alleged breach of discipline.

TELEGRAMS.

[Reuter's Service to The "Telegraph."]

GREEKS DEFIANT.

December 1, 6.55 a.m.

Reuter's correspondent at Athens states under date Nov. 30, that in reply to Admiral Fournet's threat to land troops, failing compliance with his demands, the Government had definitely refused to surrender its guns and arms.

AUSTRIAN ADMISSIONS.

December 1, 3.00 a.m.

A Bulgarian communique claims the defeat of the Rumanians in bayonet fighting between Giurgovo and Bucharest.

An Austrian communique speaks of great masses of Rumanians constantly attacking between the Uz Valley and Tarter Pass for "the relief of the harassed Rumanians." It admits "slight Russian successes."

SETTLEMENT OF AUSTRALIAN STRIKE.

December 1, 12.50 p.m.

Reuter's correspondent in Melbourne says that the miners have secured an eight hours day from bank to bank and been compensated for loss by an increase in the selling price. The Commonwealth still controls the distribution until the output is normal.

The announcement of the settlement was received with intense relief and was loudly cheered in the Federal State Parliaments.

"NATURAL BORN BRITISH SUBJECTS."

November 29, 9.55 p.m.

In the House of Commons, Mr. Bosc asked whether the business of the Calcutta firm of Ernst Hansen was being carried on by members of the family under the name of Ernest Howson.

Mr. Chamberlain said he understood that the gentlemen mentioned were natural born British subjects.

PROFESSOR MUNSTERBURG.

A Bothersome Hyphenate.

Boston, October 14.—Professor

William F. Hocking, of Harvard University, has asked Professor Munsterburg to make a further public explanation of statements contained in a letter which Professor Munsterburg sent to Dr. von Bethmann-Hollweg earlier in the year, but which was intercepted by the British censor.

Professor Munsterburg, according to Professor Hocking, has found fault with the translation of his letter on matters touching President Wilson, as it appeared in the press, but has not mentioned other points, "and," continues Professor Hocking, "the natural inferences from the letter as published are so grave as to justify this public inquiry."

In his letter, Professor Hocking implies that Professor Munsterburg's apparent activities are such as might be understood to be more favourable to Germanism in this country than to Americanism. Both men are associated with the Harvard department of philosophy, and in most things are colleagues, Professor Hocking is headed "An open letter to Professor Munsterburg," is, in part, as follows:—

"You speak of a patriotic wave in this country which has swept along with it 'all the weaker elements,' meaning perhaps the elements of weaker character, or of weaker German attachment. You assure the chancellor that many of the German-Americans who are now beginning to emphasize their loyalty to America are indeed against war with Germany, but in America's not Germany's interest. Do you regret that these American citizens are doing their thinking in America's interest rather than in the interest of Germany?"

"But a question of more serious concern is this. Why do you speak of the strengthening of American attachment on the part of our German-American population as a 'slump' in the cause you represent? Do you, in reality, wish that the Germans in this country who have declared their citizenship and loyalty here (as you have not), do you wish that they shall still be first Germans at heart, and not first Americans, and are you acting upon such a wish, doing what you can to weaken Americanism in order that Germanism may prevail among us?"

"By what name would such activities be called in your own fatherland?"

THE FAR EAST IN PARLIAMENT.

Enemy Banks.—Deutsche Bank Licence Revoked.

In the House of Commons on October 31, Mr. McKenna, replying to Mr. Pennefather, said the licences issued to the Deutsche, Dresdner, and Disconto-Gesellschaft and two Austrian banks could not be called licences to trade, inasmuch as the only business consisted of operations necessary to make realisable the assets of the banks available to meet the liabilities of British, Allied, and neutral creditors.

Outside this no banking business could be done, and none had been done since the outbreak of war. In the case of the Deutsche Bank the licences had been withdrawn, and in the cases of the other two German banks the licences would be withdrawn as soon as their object had been attained.

Answering Mr. Boucher, Mr. McKenna stated that the licence of the Deutsche Bank was revoked on 31st ult. There was not much more to be done in the case of the other two banks, and it was hoped that the licences would be revoked shortly.

Mr. McKenna, replying to Sir Henry Dalziel, stated that the professional fee to the Comptroller and his expenses with regard to the various German banks were payable out of the funds of the banks. There was no charge against public funds. The fees received by Sir William Piender for his own services and those of his staff from August, 1914, to June 30, 1916, were:—Deutsche Bank, £1,100; Disconto-Gesellschaft, £250; Dresdner Bank, £250; total, £1,600.

British Consular Service.

Lord B. Cecil, replying to Mr. Billing, said there were none but British born subjects in the consular service. Foreigners were only appointed to posts which were unsalaried where no suitable British subjects were available and where no appointment at all would otherwise be made.

TELEGRAMS.

CHINESE LOANS.

Alleged Double Dealing.

[Reuter's Service to The "Telegraph."]

London, Received, December 1. Reuter learns that early in September China applied to the Consortium Banks for a further instalment of ten millions sterling under the Reorganisation Loan, and, while the matter was still being discussed, China on November 18 concluded an arrangement with a Chicago Bank for a loan of one million sterling.

The Consortium Banks protested on the ground that the Reorganisation Loan Agreement gives the Consortium the first claim to make loans to China for administrative purposes.

SALVATION ARMY IN INDIA

London, Received, November 1. Commissioner Mitchell, of the Salvation Army, will proceed to India shortly to consider proposals to extend the Salvation Army's work there.

[In the event of telegrams arriving too late for insertion on this page they will be found on an Extra.]

FILIPINOS FOR U. S. NAVAL ACADEMY.

May Graduate but not as Officers.

The appointment of four Filipinos by the Governor-General of the Philippines for training in the United States Naval Academy at Annapolis is provided for in the Navy Appropriation Bill which recently passed Congress. The provision in the Bill authorises the chief executive of the islands to name one cadet for each of the graduating classes in the academy, the purpose being, "to provide the Filipinos with competent officers who are to take charge of their navy when the day of independence arrives." They are not, however, to be commissioned as officers in the U.S. navy. The provision is as follows:—

"That hereafter the secretary of the Navy is authorised to permit not exceeding four Filipinos to be designated, one for each class, by the Governor-General of the Philippines islands to receive instruction at the United States Naval Academy at Annapolis, Md., provided that the Filipinos undergoing instruction as herein authorised shall receive the same pay allowances and emoluments, to be paid out of the same appropriation and shall be subject to the same rules and regulations governing admission, attendance, discipline, resignation, discharge, dismissal and graduation as are authorised by law and regulation for midshipmen appointed from the United States, but the Filipino midshipmen herein authorised shall not be entitled to appointment to any commissioned office in the United States navy by reason of their graduations from the naval academy."

DON'T FORGET.

TO-DAY.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Victoria Recreation Club—Naval and Military boxing contests.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Bijou Theatre—9.15 p.m.
New Hongkong Cinematograph—9.15 p.m.

Saturday, December 2.
Victoria Recreation Club—Naval and Military boxing contests.

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The rates of Subscription to the "Hongkong Telegraph" will be as follows:—Daily issue—\$36 per annum. Weekly issue—\$13 per annum. The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is \$1.00 per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only). Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. (Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who have been appointed our agents there. By Order, "HONGKONG TELEGRAPH."

The Hongkong Telegraph.

HONGKONG, SATURDAY, DECEMBER 2, 1916.

PORTUGUESE EDUCATION IN HONGKONG.

It is rumoured that the Republican Government in Lisbon has signified its approval of a scheme for founding a school for Portuguese in Hongkong; and we should be interested to know how the local Portuguese view the scheme. That all of them will agree to it we think unlikely; and for a variety of reasons. Those among them who speak and cherish the beautiful language of Portugal not unnaturally regard it as a very serious grievance that Hongkong does not possess a school where it is taught; nay does not even boast a Portuguese priest. When the authorities in Lisbon hear that there is a population of several thousand Portuguese in Hongkong, they are naturally aghast to learn that the children of this community are not taught their own tongue, and are obliged to obtain their education in schools that are not confined to any particular nationality; schools, moreover, where English is the official language.

But do these Lisbon authorities know the exact and entire facts of the case? Are they aware that, of the Hongkong Portuguese community, a large proportion of the people (perhaps the larger) are British subjects who are entirely out of sympathy with many of the ideals of the Portugal of to-day? Have they been informed that only a trifling percentage of them can understand—or want to understand—the language spoken by educated people in Lisbon? Are they aware that quite an appreciable number of them intermarry with persons of other races, and so adopt some foreign language, at least on behalf of their children if not for themselves as well? And have they been informed that the education imparted to Portuguese children at the two convents and at St. Joseph's College is certainly quite as good as any that could be offered by Portuguese Government schoolmasters and mistresses, (bating, of course, the language question)?

If the sole idea of the promoters is to found a school where Portuguese—and not English—will be the official language, their aim demands our sympathy, even though we may not happen to feel sanguine as to the lasting success of such a venture. But if the scheme goes farther than this, if it proposes to introduce into Hongkong a spirit that might in time become unfriendly to British authority, then Hongkong has no time or use for such an institution. The Portuguese British subjects are as loyal to King George as any born Britisher could be; they are perfectly content to speak the English language and to see matters from the British point of view, and it is quite undesirable that any movement should be set on foot that might be calculated to estrange them from their adopted mother, the Empire. Nor do we make any apology for adding that we distrust, more particularly in the case of races that are of Latin blood, any over-readiness to place schools under State control. State control usually means, sooner or later, the elimination of religious teaching from the schools. France tried this—with results that were tragic enough to warn the people of Great Britain against any such terrible injustice. The local Portuguese, whether British subjects or not, are at present wholeheartedly loyal to the religion of their fathers. They might remain so were their education carried on upon a purely secular basis—and they might not! For the Portuguese to let their own language slip away from them would be, we grant, a serious matter; but far graver would it be for them if they lost their hold on Christianity.

The Drought.

The monthly return of the rainfall registered at the Botanic Gardens, which we received yesterday, bears eloquent testimony to the drought from which we are now suffering, and which has resulted in the cutting down of water supply facilities. It shows that for the whole of November there was only .06-inch of rain, this falling on one day—the 13th. Since then not a spot of rain has fallen in the Colony, and at the moment there appears small likelihood of any change in this respect. Even if we take the past two complete months, we find that the total fall has only been .84-inch, which is very seriously below the average. From October to March, of course, we always have more or less dry season, and we seldom look for much rain during this period, but the present situation is aggravated by the fact that, even before the dry season set in, the year's rainfall was distinctly below the general average. The low contents of our reservoirs testify to that fact. And with a continuation of the drought, the authorities must be getting somewhat anxious concerning the future. Conserve the Supply.

There can be no doubt that the present restrictions are very necessary in view of the situation as it is, and it is the duty of every household, on this side of the harbour especially, to conserve the supply as far as is advisedly possible. A deal of waste at present goes on, even at the public standpipes, and in European establishments as well, to say nothing of the wicked manner in which fresh water is used on the surface of the streets. In private life thoughtlessness is at the bottom of much of the waste that goes on, and for that reason we would impress on residents that they owe it as a duty to the Colony to be most sparing in the use of water and, what is perhaps most needful of all, to keep a supervising eye on their servants to see that there is no unnecessary waste. It will be too late to think of these things when a water famine occurs. Now is the time to practise economy. China's Troubles.

There are times when even those foreigners who cherish the kindest friendship for China, and the greatest belief in her as a coming nation, are tempted to lose heart—and patience—with her. Reuter announces this morning that, in September, China applied for a further instalment of the Re-organisation Loan, and, a couple of months later, while the matter was still in abeyance, concluded an arrangement for the loan of a million pounds from an American bank. That our unfortunate neighbour stands sorely in need of money there is no denying, but unlikely this act of hers can have no other result than to prompt her many creditors to revive the old, old cry: "China cannot keep faith." We who live in the Far East know the Chinese as individuals, but others only know them collectively, as a nation; and they group the good and the bad together—and judge the whole by the bad. The specially unfortunate feature of this sort of generalising is that those who indulge in it are the very people in whose eyes China is desirous of standing well. The broad-minded foreigner out here will never judge her unjustly but it is not from him that she is asking help. If she wants the political and financial sympathy of people in distant countries it is her business to see that the old prejudices against her are not revived by fresh attempts at shady dealings. This late display of diplomacy on her part merely lays her open to the charge of throwing dirty water in the faces of those who, monastically speaking, have absolutely kept her alive since the first Revolution.

Goods for Russia.

It is notified in the Gazette that the importation of private goods into Russian territory via Vladivostok is temporarily prohibited unless such goods are accompanied with Government requirements. Applications for permission to import goods for the requirements of the Government must be addressed to the Department of Trade, Minister of Commerce, Petrograd.

Goods for Russia.

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DAY BY DAY.

WEIGH THE FAULTS OF OTHERS IN THE SCALE OF CHARITY.—Wordsworth.

The Mails. French Mail—Closes per a.s. Polynesia at 4 p.m. on Monday. Siberian Mail—Closes per a.s. Kiukiang on Tuesday at 3 p.m.

The Dollar. The opening rate of the dollar on demand to-day was 2s. 3.15/16d.

To-morrow's Anniversary. To-morrow is the 116th anniversary of the defeat of the Austrians by the French under General Moreau, at Hohenlinden.

The White List. The Gazette contains a further amendment of the White List for China.

The Medical Board. Dr. G. E. Aubrey has been appointed a member of the Medical Board.

Consul for Ecuador. Pending the receipt of instructions from H.M. Government, Mr. Eduardo V.M. Ricci de Sones is recognised as Consul for Ecuador in Hongkong.

Second Interim Dividend. Messrs. Benjamin and Potts advise us that a second interim dividend of twelve cents has been declared by the Consolidated Rubber Estates, Ltd.

Government Tenders. Tenders are being invited for repairs to No. 1 fire float and for the purchase of spirit casks, drums, jars, bottles, &c., from the Medical Department.

The Magistracy. Mr. J. R. Wood has been appointed to act as First Police Magistrate and Mr. C. A. D. McBoorne as Second Police Magistrate, as from the 1st inst.

Union Church. Special collections are being taken to-morrow at the Union Church on behalf of the Church Funds, the object being to reduce the bank overdraft before the end of the year.

Make Her Come! Mr. Mattingley appeared in Mr. O. D. Melbourne's Court this morning and said his client, who was defendant in a larceny case, had evidently thought discretion the better part of valour, for he could not be found. He (Mr. Mattingley) had told him this morning that he must get another witness, and defendant replied that this witness would not come. As the witness was defendant's wife he (Mr. Mattingley) told him he must make her. His wife's perversity seemed to have upset him, for he had not turned up himself. The case was adjourned.

The Howitt Phillips Co. There was a packed house at the Victoria Theatre last night, when the Howitt Phillips Company concluded its brief season here with the farcical comedy, "What the Butler Saw." The members of the cast made the most of the intensely amusing situations with which the play abounds, and everybody present spent a most delightful evening. The principal parts were in the hands of Mr. Wheeler Dryden, Mr. Charles Howitt and Miss Gertrude Godard, all of whom did really splendid work. Hongkong says good-bye with much regret to this talented company, which leaves this afternoon for the South by the a.s. Leisang.

Paid Off. The case at the Marine Court against F. C. Townsend, the third officer of the a.s. Onsang, who was charged by the master of the vessel, Capt. Tough, with absenting himself from the ship whilst in Hongkong on November 7, was finished yesterday afternoon, before Commander O. W. Beckwith, B.N. The case had formerly been adjourned to allow of defendant attending, and at the Court yesterday he stated that he was not under the influence of drink at the time, but was ill. His Worship decided that the charge was proved, but, taking into account the state of defendant's health, he refrained from sending him to prison and ordered that he be paid off from the ship as from November 7, the day on which he left the vessel.

1891.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for the week ending December 2, 1891.)

The Dollar. December 2.—The rate of the dollar on demand to-day is 3/04.

November 26.—A new goal is going to be built for Hongkong. We are glad to hear it. We take a deep interest in goals. We have inspected the existing institution several times, and were so deeply interested that we remained several weeks investigating. We found only one thing to complain of—the place was not big enough to hold us. Some people of course, want the earth, we should be satisfied with a comparatively small portion; but the present goal is so limited. There was absolutely no facility for taking riding exercises, and what we missed most of all was the treadmill. From long experience we can assure the Colonial Office that no such institution is complete without a Mill. Nor is there a swimming bath, which is a defect likely to ruin the business of any house, and we found a great deficiency in the accommodation for receiving afternoon calls. The bar-boy refuses to take chits, and if you hurt him you get three days bread and water for imobordination. Since we last came out we got even with that bar-boy. He went to Kowloon city for a gamble, and we denounced him as a pirate, and he is now gone to eternal fire and brimstone. Let his end be a warning!

A Former Governor. November 27.—To-morrow morning at 9 o'clock at the Roman Catholic Cathedral, there will be a memorial service for the late Governor of Hongkong, Sir John Pope Hennessy.

Hong Kong Mines. November 27.—The Hon. Mr. C. P. Chater and a number of friends have arranged to pay a visit to the mines at Hong Kong, Tungshan, and will leave here in the steamship Avonchic early next week. The Avonchic, we understand, has been specially chartered to bring a cargo of coal from Hong Kong mines to this port.

All Alike. December 1.—Our journalistic experiences in this colony have clearly proved that the people of Hongkong are so much alike that if we sit at one man in the way of adverse criticism, we generally hit about a hundred. And that's one reason why the Telegraph is such a bete noire to those (only) who are unable to face independent and impartial criticism. Sad, but true.

A Legal Matter. December 2.—The Acting Attorney-General applied, on behalf of Francisco Xavier D'Almeida Castro, for an order to show cause why he should not be discharged from his articles as clerk to Daniel Edward Caldwell, solicitor, etc., and also to show cause why he should not enter on further articles with Charles David Wilkinson. The affidavit of the applicant said that he had been bound for three years. Mr. Caldwell had since the signing of the articles, disappeared, and his whereabouts were at present unknown, and applicant believed he would not return to the Colony. Up to the time of his disappearance he was practising in partnership with Mr. Wilkinson, by whom applicant had since been employed. The motion was based on the case Ex parte J. Cartledge, 12 L.J.R. Com. Law, p. 98. There were several difficulties in the way of articles being set aside without the consent of the employer. The Lordship reserved his decision.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 4.50 p.m. yesterday:—Cyclone or typhoon E. of the Visayas Islands, moving W.N.W. A later message says:—Cyclone or typhoon E. of the northern Visayas or south-eastern Luzon, recurring north-westward.

1891.

SHARE REPORT.

The quotations which follow are from the Hongkong Telegraph for December 2, 1891.

Hongkong and Shanghai Bank.—163 per cent. premium sales and sellers.

Union Insurance Society of Canton.—\$80 per share, buyers.

China Traders Insurance Company.—\$61 per share, sales and sellers.

North China Insurance.—Tla. 255 per share, buyers.

Canton Insurance Company, Ltd.—\$108 per share, buyers.

Yangtze Insurance Association.—Tla. 100 per share, buyers.

Hongkong Fire Insurance Company.—\$325 per share, sales.

China Fire Insurance Company.—\$81 per share, sales and sellers.

Hongkong, Canton and Macao Steamboat Company.—\$34 per share, sellers.

Hongkong and Whampoa Dock Company.—\$80 per cent. premium, sales and buyers.

Hongkong Gas Company.—\$120 per share, nominal.

Hongkong Hotel Company.—\$60 per share, sellers.

Hongkong Hotel Co.'s Six per cent. Debentures.—\$601.

Indo-China S. N. Company.—\$271 per cent. dis., sales and buyers.

Douglas Steamship Company.—\$38 per share, sales and sellers.

China Sugar Refining Company, Ltd.—\$175 per share, sellers.

Luxon Sugar Refining Company, Limited.—\$55 per share, sellers.

Hongkong Ice Company.—\$82 per share, sellers.

Hongkong Rope Manufacturing Company, Ltd.—\$109 per share, sellers.

Hongkong and Kowloon Wharf and Godown Company.—\$66 per share, sales and sellers.

Hongkong Dairy Farm Co. Ltd.—\$7 per share, sellers.

A. S. Watson and Co., Ltd.—\$19 per share, ex. div. sellers.

Hongkong High Level Tramway Co., Ltd.—\$55 per share, sellers.

Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.

Green Island Cement Co. Ltd.—\$14 per share, sellers.

AUSTRALIA TO HER SONS.

I see a woman standing,
Her eyes are dark with pain;
A noble woman pleading,
And shall she plead in vain?
'Sons of my heart! my children!
Aries! and make reply—
Ye sons of Love and Freedom,
Why stand ye idly by?
'The Empire heaves in combat,
Whilst o'er the sea is borne
'My solemn oath of enoer,
And shall I stand forewarned?
'Ye prate of fame and honour,
And vaunt Australia's share;
'Twas won by Anzac heroes,
But ye were never there.
'I feel their love around me,
Their pulses beat with mine;
I feel their life blood coursing,
'Tis fellowship divine.
'But ye whom I have mothered
Upon the salt-sea knee;
I feel no thought waves linking
Your inner selves with me.
'Your creed of ease and shirking
It shameth all our race,
I fear not death nor anguish,
But wilt beneath disgrace.
'Don't feel no pride of kinship?
With heroes tried and true—
The maid and wives of Belgium
Will curse the Hun and you.
'They've plumbed the depths of
horror,
They know how numbers tell;
Remember stricken Belgium,
And all may yet be well.
'Tis not our fight, ye marmur—
Your blood it runneth cold;
For honour and for chivalry
Your fathers fought of old.
'Oh sons, arise! I charge you,
Be brave, be strong, be true;
Remember life is given
But once to me or you.
'The holiest life is ever
The one where self lies slain;
Redeem your life and manhood,
And be mine own again.
—Annie E. Salaman,
in the Sydney Evening News.

TRADE OPENINGS.

Hongkong Connections Wanted.

Trade Inquiry List No. 60; issued by the American Consulate General in Hongkong, shows that American concerns are seeking Hongkong connections as below:

Motor trucks.—Messrs. Kleiber and Co., Inc., of 1114 and 1050m Sts., San Francisco, Cal., seek to introduce into Hongkong their line of motor trucks, and invite correspondence.

Freight forwarding.—Messrs. Davies, Turner and Co., of 39 Pearl Street, New York City, seek Hongkong connections for the extension of their business as foreign freight forwarders and customs agents for both import and export, and invite correspondence.

Talking machines and record cabinets.—The Hawk Film Company, of 161, 163 Hudson Street, New York City, seeks Hongkong agent for the introduction of its United Ideal talking machines and record cabinets, and invite correspondence.

Chemicals.—The Valcan Trading Corporation of 120, Broadway, New York City, seeks to secure an agent on a commission basis for the sale of its line of chemicals in this field, and invites correspondence.

Inspection of materials.—The Charles A. Newhall Company, of 1810, Westlake Avenue, Seattle, Wash., offers the services of its firm as chemical engineers for the inspection of material passing through Seattle to Oriental purchasers, making a specialty of inspecting such material to meet specification of buyers at this end. The company invites correspondence.

Chewing gum.—The Common Sense Gum Company, of 43, Park Place, New York City, seeks to place on the Hongkong market its line of flavored chewing gums, and seeks a Hongkong agent.

Rattan.—Mr. B. Plott, of 881-883 Broadway, Brooklyn, N.Y., seeks Hongkong connections for the import into the United States of rattan suitable for the manufacture of baskets and baby carriages, and invites correspondence.

Paints and varnishes.—The Briminstool Company, of Mateo and Palmetto Streets, Los Angeles, Cal., seeks to extend its business in paints, enamels, stains, interior wall varnishes, colours in oil, lead in oil, zincs and all similar goods to Hongkong, and invites correspondence.

Tobacco and coffee.—Messrs. Theo. Kirchhoff and Company, of 518, Broadway Building, Los Angeles, Cal., seek the introduction into Hongkong of their line of Mexican tobacco and Guatemala coffee as well as a general line of similar goods. They invite correspondence.

Rice, Beans, jute and edible products.—Messrs. E. D. Haskell and Company, of Minneapolis, Minn., seek an agent in Hongkong to act for them on a commission basis in the sale of a general line of edible products including the granting of exclusive territory as to several articles; and also for the purchase of rice, beans, jute, tea and other articles of South China production.

POLICE RESERVE ORDERS.

Orders issued to day by Mr. F. C. Jenkin, D.S.P. (Reserve) state:—

Lectures. At Headquarters Club, 5.30 p.m. Monday, December 4.—Class I (Chief Inspector Kerr). Tuesday, December 5.—Class IV (Inspector P. O'Sullivan). Wednesday, December 6.—Class II (Inspector Gordon). Friday, December 8.—Class III (Inspector Gerrard). Warning Officers will arrange that dates for Sergeants' Patrol Duties do not clash with those fixed for school.

No. 1 Section. Will parade at Water Police Station at 5.15 p.m. on Tuesday, December 6th.

Billiard Handicap. Attention is drawn to the billiard handicap now being arranged. Entries close on December 19.

A DASTARDELY ATTACK

Revenge for Non-Payment of Debt.

Sentence of six month's hard labour was passed.

Dated this 1st day of December, 1916.
W. BOWEN ROWLANDS
Secretary.

SELECTED
FINNAN HADDOCKS,
FILLET HADDOCKS,
KIPPERS.

N.B.— The Investment may be any multiple of 1gs. 6d. up to £257 10s.

16, DES VŒUX ROAD.

INSPECTION INVITED.

6, DES VŒUX ROAD.

SOLE AGENTS:—

CANDE, PRICE & CO., LTD.
TEL. NO. 135. 6, Queen's Road Central
Hongkong.

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail On	Remarks
SHANGHAI, Moji and Kobe	NOVARA Capt. H. R. Hetherington, R.N.R.	about 9th Dec.	Direct Service.
LONDON via Singapore, Pango, Cebu, Port Said and Marseilles	NANKIN Capt. G. Manley.	noon 15th Dec.	Direct Service.
SHANGHAI, Moji, Kobe and Yokohama	SOMALI Capt. L. D. Pinckney.	about 17th Dec.	Direct Service.
LONDON & B'bay via S'pore, Pango, Cebu, Port Said & Marseilles	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 29th Dec.	Connecting at Colombo with Mail Steamer MOULTAN.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round the world and through tickets to New York, at Special Rates.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS apply to

P. & O. S. N. Co.'s office, Hongkong, 1st Dec., 1916.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

QUICKEST TIME ACROSS THE PACIFIC

To Canada, United States and Europe via Vancouver

In connection with the Canadian Pacific Railway.

Hong Kong to Vancouver 17 days. Hong Kong to Montreal 22 days.

Hong Kong to Chicago 21 days. Hong Kong to New York 24 days.

EMPRESS OF RUSSIA and EMPRESS OF ASIA

16,850 tons Gross Register, Quadruple Screw, Speed 21 knots.

Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

EMPRESS OF RUSSIA 28 Dec. EMPRESS OF RUSSIA 15 Mar.

Empress of Japan 10 Jan. Empress of Japan 28 Mar.

Monteagle 3 Feb. Monteagle 14 Apr.

EMPRESS OF ASIA 15 Feb.

Callings at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.

Monteagle calls Moji instead of Nagasaki.

Through Bills of Lading issued via Vancouver in connection with Canadian Pacific Ry. to all Overland Points in Canada and the United States, also to Pacific Coast Ports, European ports and West Indies.

For Further information as to rates of Freight and Passage, Sailing Lists, etc. please apply to

P. D. SUTHERLAND, General Agent, Passenger Department, Hong Kong.

J. M. WALLACE, General Agent, Hong Kong.

SHIPPING

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong -

Subject to Alteration

Steamers.

Sailing Date.

Destination.	Steamers.	Sailing Date.
L'DON via Singapore, Malacca, Penang, Colombo, Delagoa Bay, Cape Town, Teteriffs	Katori Maru Capt. B. Kon T. 21,000	SATUR. 9th Dec. at noon.
VICTORIA, B.C. and SEATTLE via Shanghai, Moji, Kobe, Nagoya & Yokohama	Tamba Maru Capt. Akamatsu T. 12,500	TUES. 19th Dec. at noon.
SYDNEY & MELBOURNE via Manila, Thursday Island, Townsville and Brisbane	Shidzuka Maru Capt. Noma T. 12,500	WED. 3rd Jan. at noon.
SYDNEY & MELBOURNE via S'pore, Penang & Rangoon	Tango Maru Capt. Soyeda T. 13,500	TUES. 12th Dec. at 4 p.m.
BOMBAY via S'pore, Malacca & Cebu	Nikko Maru Capt. R. Takeda T. 9,600	FRI. 12th Jan. at 4 p.m.
SHANGHAI, Moji and Kobe	Tosha Maru Capt. O. Sakamoto T. 10,000	FRIDAY. 22nd Dec.
Yokohama	Yotorofu Maru Capt. S. Hirata T. 8,000	THURSDAY. 14th Dec.
Yokohama	Totomi Maru Capt. Kamada T. 8,000	MONDAY. 4th Dec.
Yokohama	Yamagata Maru Capt. K. Goto T. 3,000	MONDAY. 11th Dec.
Yokohama	Nikko Maru Capt. R. Takeda T. 9,600	MON. 11th Dec. at 10 a.m.
Yokohama	Suwa Maru Capt. Murazumi T. 21,000	SATUR. 16th Dec. at 10 a.m.
Yokohama	Tokushima Maru Capt. T. Sekino T. 13,500	THURSDAY. 14th Dec.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL (CARGO ONLY).

NEW YORK via Shanghai, Kobe, Nagoya, Yokohama, San Francisco

Tsushima Maru T. 15,000 TUES. 5th Dec.

NIPPON YUSEN KAISHA. B. MORI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong - Subject to change without notice.

Steamer. Displacement Tons & Speed Leave Hongkong

Siberia Maru 18,000 - 18 knots 13th Dec.

Tenyo Maru 22,000 - 21 knots 19th Dec.

Nippon Maru 11,000 - 15 knots 4th Jan. 1917.

Shinyo Maru 22,000 - 21 knots 17th Jan.

Persia Maru 9,000 - 14 knots 27th Jan.

Korea Maru 18,000 - 18 knots 10th Feb.

1st class to London G348 (£71.10.0), return G449 (£122).

to San Francisco G8250, return G4437.50.

*For this voyage the Persia Maru will call at Honolulu.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, SAN FRANCISCO, HONOLULU, ILOILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, LIMA, IQUIQUE and VALPARAISO, THENCE BY TRANSANDIAN ROUTE TO BUENOS AIRES, ETC.

Steamer Tons & Speed Leave Hongkong

Kiyo Maru 17,200 - 14 knots 9th Jan. 1917.

For Full Particulars as to Passage & Freight, apply to

T. DAIGO, Agent, KING'S BUILDINGS.

Telephone No. 297.

JAVA PACIFIC LINE

OF THE JAVA-CHINA-JAPAN LIJN.

Monthly Service between NETH. INDIA, MANILA, HONGKONG and SAN FRANCISCO.

Next sailings for SAN FRANCISCO via NAGASAKI.

Subject to change without Notice.

S.S. Tjikembang 14th Dec. S.S. Tjisondari 11th Feb.

Arakan 11th Jan.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

The steamers have accommodation for a limited number of saloon passengers and carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Hongkong, York Buildings. Managing Agents.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOKI, YOKOHAMA & HONOLULU, TO SAN FRANCISCO.

JANUARY 31, APRIL 11, JUNE 23, 1917.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent, Prince's Buildings, Ice House Street.

R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

For Steamer Date of Departure

TRANS-PACIFIC SERVICE

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD. Telephone No. 215, Sub. Ex. No. 10.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI	Yingchow	3rd Dec. at 4 p.m.
SHANGHAI	H'HOW/H'PHONG/Sungkiang	4th Dec. at 10 a.m.
SHANGHAI	H'HOW/H'PHONG/K'ONG/Kwangse	4th Dec. at noon
SHANGHAI	HAIPHONG/CANTON	4th Dec. at noon
SHANGHAI	MANILA/CEBU & ILOILO	5th Dec. at 4 p.m.
SHANGHAI	Kiunkiang	5th Dec. at 4 p.m.
SHANGHAI	HOIHOW	6th Dec. at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANTU".

MANILA LINE - Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI LINE - PASSENGERS, MAILS AND CARGO.

S.S. "Anhui," "Cheonan," "Luchow," "Yingchow," "Shantung," and "Sinkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passages apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 35, Hongkong Dec. 2, 1916.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer From Expected on or about Will leave on or about For

Tjilmanoe* JAVA 6th Dec. SHANGHAI

Tjilatjap JAVA & MAKASSAR 2nd Dec. KOBE

Tjikini SHANGHAI 7th Dec. 9th Dec. JAVA

* Wireless Telegraphy.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Building. 110

Telephone No. 1574.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA.

(SUBJECT TO ALTERATION WITHOUT NOTICE.)

Steamer. Arrive Hongkong from Australia. Leave Hongkong for Australia.

Eastern 6th Dec. 26th Dec. at 11 a.m.

St. Albans 6th Jan. 27th Jan.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

All Steamers Fitted with Wireless Telegraphy.

For further particulars, apply to

Gibb, Livingston & Co.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 8 to 10 days.)

Steamships. Captain Leaving.

Haitan A. E. Hodgkins FRI. 1st Dec. at 11 a.m.

Haihong J. W. Evans FRI. 8th Dec. at 11 a.m.

FOR SWATOW.

Haihong J. W. Evans TUES. 5th Dec. at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co., General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong - Subject to Alteration).

For Steamship On

MANILA Loongsang Sat. 2nd Dec. at 3 p.m.

SHANGHAI via Swatow Wingsang Sun. 3rd Dec. at 4 p.m.

HAIPHONG Taksang Sun. 3rd Dec. at 7 a.m.

SHANGHAI via Swatow Namsang Mon. 4th Dec. at 3 p.m.

SHANGHAI via Swatow Yusan Tue. 5th Dec. at 4 p.m.

HAIPHONG Chuansang Tue. 5th Dec. at 7 a.m.

S'PORE, Pango & Cebu Fooksang Wed. 6th Dec. at noon.

SANDAKAN Kwasang Wed. 6th Dec. at noon.

SHANGHAI Kwasang Thur. 7th Dec. at 4 p.m.

MANILA Kwasang Sat. 9th Dec. at 3 p.m.

Return Tours to Japan.

The steamers Katsang, Namsang, Laisang and Fooksang, leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days.

This service is supplemented by the Yatsing and Kwasang leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze, Ports, Chafco, Tientsin, Dairen, Weihaiwei.

Taking cargo on Through Bills of Lading to Kudat, Lahad Dato, Singapore, Tawau, Usukan, Jesselton and Labuan.

Under Straits Government Passport Regulations.

All European Passengers requiring the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description signed thereto.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LTD. Telephone No. 215, Sub. Ex. No. 10.

SHIPPING NEWS.

Amoy Shipping.

The total of the shipping entered and cleared at Amoy during the quarter ended June 1916 was 360 vessels of 470,332 tons, which was a decrease of twenty-one ships and 33,844 tons. Of the total 357 ships of 469,732 tons were ocean steamers, a decrease of thirty-three ships and 28,244 tons. The percentages of the total were 49.5 British, 25.3 Japanese, 13.6 Chinese, 9.3 Dutch and 2.3 American, Danish, and Spanish.

U. S. Load Line and Bulkhead Committee.

The possibility of U. S. establishing a loadline and bulkhead for United States has already been announced. An admirable committee has been appointed to take the initiative in an organized movement for proper legislation.

Mr. Stevenson Taylor, president of the American Bureau of Shipping, Mr. Alfred Gilbert Smith, president of the New York and Cuba Mail Steamship Co., and Mr. Homer L. Ferguson, president of the New York News Shipbuilding and Dry Dock Co. These are three conspicuously representative leaders of the American merchant marine, and they are to select a committee of seven to make a thorough investigation of the subject. This committee will consist of two shipowners, two shipbuilders, two naval architects, and an officer of a classification society. The committee will aim to work in co-operation with the new Federal United States Shipping Board.

Canadian-Built Ships for Norway.

A Montreal message says:—Canada is to rebuild Norway's mercantile marine, which has suffered such enormous losses through German submarine warfare. Negotiations have been proceeding for some time, and now preliminary contracts have been awarded for \$700,000. The negotiations, however, cover an expenditure of \$4,000,000, and Canadian ship yards are preparing to construct ships for Norway to this amount. The awarding of the first contracts has caused immense interest here, and extensive plans are being put through for the enlargement of shipyards, and everything is taking practical shape for this purpose. The plants on the Pacific coast were the first to be interested in the project, and now the yards at the Lake ports and on the Atlantic coast are joining, so that practically every ship-building plant of importance in the Dominion will be engaged. The Dominion Government has given its formal approval of the project, and will support in every necessary way the carrying out of the contracts.

German Merchant Marine.

The Cologne Gazette devotes a lengthy article to the position of the German marine after the war. German shipowners' hopes of prosperity in the future are based upon the possibility of high rates of freight and the diminution of the world's tonnage, taken in conjunction with the increased demand for moving of freight, as a result of stagnation during the war. The shortage of tonnage is not so great as is made out to be. Competent German shipowners are looking with anxiety as to how the losses of the war are to be made good. The German merchant marine has suffered more than any other from the war; its traffic has been brought to a state of stagnation, whilst each month adds heavy expenses for its maintenance, both at home and in foreign ports, where German vessels are interned. The vessels are all the time being kept in a state of semi-efficiency, so as to be ready to resume their sailings immediately peace is declared. An appeal is made to the Government for considerable subsidies for her shipping, and for this purpose much capital is being made of the prosperity which now attends neutral shipping, also French and Italian.

If you have lost your appetite.

one of the big variety of dainty dishes at the ALEXAN-DRIA CAFE is sure to tempt you.

BLOOD-RED

Marked as "Harmless Eccentricity."

Mr. George H. Wilkins, a member of the Stefansson Arctic Expedition, has reached England after more than three years spent in the Arctic, mostly among the Eskimos of Victoria Island, Banks Land, and the northernmost coast of Canada. In an interview with Reuters' representative Mr. Wilkins, who is an Australian, and is now going to join the Navy, described some of his experiences. He joined the expedition as photographer, but at one time or another he has commanded the three small vessels of the expedition. He has done many thousands of miles of sledging, sometimes accompanied by only a single Eskimo.

Mr. Wilkins spent a considerable time among the so-called Blond Eskimos, whom Mr. Stefansson discovered on a previous expedition. They are quite untouched by Western civilization, and their habits and customs are essentially primitive. They are not a long-lived race, and 50 years is perhaps the normal span. Human life is very little valued amongst them, and what civilized people class as murder is regarded as a more or less harmless eccentricity. Visiting a camp where he had made friends with an Eskimo a few months before and not finding him, Mr. Wilkins inquired after his health. He was told that the man was dead, and the manner of his death was this. One day the Eskimo came across a member of the tribe fashioning a knife out of the copper which is found in this region. He chafed him, it appears, on his want of skill.

"You don't know the first thing about making a knife," he said, in effect. The artist said nothing until he had finished his work, when, remarking "I think it is a pretty good knife," he plunged it into the breast of his critic. The Eskimos have a keen sense of humour, and this incident was much appreciated.

There is a ceremony of marriage among these Eskimos, and apparently the number of a man's wives is limited only by his capacity to support them. The regular price for a wife is a rifle or 12 months' hard labour in the service of the prospective bride's family. It is only rarely that a rifle can be obtained from the Indians to the south, and the price paid for it, in skins, practically represents a year's activity in hunting.

Some of the more opulent Eskimos possess three wives. One is chosen for her personal attractions, another for her prowess as a hunter and fisher, while the third does the housework. In the Bathurst Inlet, Mr. Wilkins says, enough copper has been found to make the expedition an economic success. On the purely scientific side eight tons of specimens, besides valuable photographic records, have been brought back to Ottawa.

Mr. Wilkins parted with Mr. Stefansson in April last, but he heard from him in May by a letter brought by the returning support party. He was then travelling on the northwest coast of the new land which he discovered in June 1915, which has already been described. He proposes to explore this new land and to discover how far it extends. He will not return until next spring, and no news of his adventure can reach civilization until the summer of 1917.—Exchange.

PUBLIC AUCTION.

HUGHES & HOUGH.

THE Underigned has received instructions from E. BEL-SITO, Esq. to sell by Public Auction

MONDAY, the 4th December, 1916, at 10.45 a.m. at the City Hall.

A number of OIL PAINTINGS now on Exhibition (to be sold without reserve).

Terms—Cash.

HUGHES & HOUGH.

Auctioneers.

Hongkong, 1st December, 1916.

KAISER'S SOUTHERN CHANGELING

Only Emperor Can Bolster up Bethmann-Hollweg.

Amsterdam, Nov. 1.—To-day's Verwilt contains an article by Herr Scheidemann, leader of the German Socialist majority, practically amounting to a withdrawal of his party's support from the Chancellor and the Government.

The Socialist majority party, which is numerically the strongest in the Reichstag, has hitherto been considered to be the main support of Bethmann-Hollweg's policy. After the revelations in the Reichstag last Saturday it is considered impossible to continue the working arrangement with the Chancellor, which was based on the promise of a new orientation of home politics.

Herr Scheidemann now clamours for a strong man willing and able to lead the Government in a democratic spirit. The Chancellor's already precarious position thus becomes more unstable.

It is being said that far-reaching consequences are possible as a result of Herr Scheidemann's sensational announcement of his withdrawal from the tacit understanding with the Chancellor. Coming on the top of revelations in the Reichstag, the announcement may be taken as tantamount to an acknowledgment that the Progressive left wing in German politics has had enough of the Chancellor and his lure of a "new orientation" in home affairs—the lure by which many Democrats were drawn into the alliance. When Conservatives, Liberals, and Catholics almost outdo Socialist speakers in denunciation of the way in which the German public has been dragged into it would obviously be impossible for a Democratic leader with an eye to the future of his party to allow himself any longer to be identified with a politician who must at best be in the position of a scapegoat.

Herr Scheidemann, with the 80 votes of his party behind him, therefore again comes into the political market; and what this means no one knows better than Bethmann-Hollweg, who has sought to repair the defections of his party by his Democratic flirtations.

The Tagblatt says Hollweg of the serious import of Scheidemann's words, and says he will be seriously mistaken if he underestimates its significance.

In these circumstances a vital question arises—especially vital as regards the burning question of the more ruthless conduct of the war—will the Chancellor be able to maintain his already difficult position?

Under a system of genuine Parliamentary control this question would be settled by the defection of the numerically important party. But the Kaiser, and the Kaiser alone, pulls down and raises up Chancellors, and the only point on which Bethmann-Hollweg's political fate now seems to hang is one of the Kaiser's willingness to replace his trusty willing servant.

An accusation that the military authorities in Germany are using service in the army as a means of getting rid of people with objectionable political opinions was repeated at yesterday's sitting of the Budget Committee of the Reichstag.

"Service with the colours is being turned into a kind of punishment," said one speaker, "and obviously, men are being kept in the army."

Other complaints were that men performing no religion were not allowed to become officers; that too many officers were being sent to the front; that being sheltered in the army, leading a comfortable life, and that even and even more, that the army was being used to get rid of men who were not wanted in the government.

HONGKONG TELEGRAPH EXTRA

HONGKONG, SATURDAY, DECEMBER 2, 1916.

VOLUNTEER RESERVE ORDERS.

H. K. V. R. Order No. 98 issued to-day by Major Wikeman, Commanding H. K. V. R. is as under:—

Monday, 4th December. The following members of "A" Coy will parade at Blakes Pier at 3.30 p.m. for Musketry Drill order. Lt. Sgt. W. J. Crawford, Corp. W. Hall, Pte. T. Arthur, G. T. M. Edkins, F. C. M. Harley, R. P. Tharshfield, H. A. Walker, R. L. Bridger, W. G. Worcester, H. J. Knight, W. H. Ford, J. S. Dobie, A. O. Dias, J. W. White, F. A. Brown, J. D. Kissaid, A. D. Keigwin.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—1st Sunday in Advent, 3rd December, 1916. Holy Communion (7.50 a.m.) Short Matins (8.30 a.m.) Matins (11 a.m.) Responses: Ferial. Venite: Russell. Psalms: 51 (Felton). Te Deum: Oakley in F. Anthem: "Sleepers wake." Mendelssohn. Hymn: 47. God Save the King. N.B.—Psalm 51; verses 5, 14, 18, in union. Hymn: 47, verses 1, 3, 6, in union. Holy Communion (12 noon). Evensong (5.45 p.m.) Responses: Ferial. Psalms: 32 (Turle). 130 (Purcell). Magnificat: Goas (10th evening). Nunc Dimittis: Wesley. Hymns: 48, 117, 148.

St. Andrew's Church, Kowloon.—Sunday 3rd, December 1916. 3rd Sunday after Trinity Holy Communion 11 a.m. & 6 p.m. Morning Prayer. Responses: Ferial. Venite: Retragie. Psalms: As Set. Te Deum: St. Jude. Benedictus: Langdon. Hymns: 537, 47, 302, 178. Evening Prayer. Psalms: As Set. Magnificat: W. A. 398. Stainer Nunc Dimittis: Felton. Hymns: 174, 336, 159, 519. National Anthem.

Union Church, Kennedy Road.—Sunday Service, December 3. Morning 11. Hymns: 395, 571, 222, 423. Evening 6. Hymns: 22, 261, 107, 191. Preacher: Rev. J. Kirk Macdonald.

St. Peter's Church, West Point.—8 a.m. Holy Communion. 11 a.m. Morning Prayer and Sermon. Preacher: Rt. Rev. the Bishop of Victoria.

National Mission.—The opening service of the Mission will be held this (Saturday) evening in St. John's Cathedral, commencing at 6 p.m.

Peak Church.—Evening service at 6.30 conducted by Rev. T. H. Caren.

The Gospel Hall.—(No. 10 and 12 Pedders Street). On the Lord's Day Believers meet for Worship at 5 p.m. and the Lord's Supper at 4 p.m. a Children's Meeting at 8 p.m. Preaching, Tuesday and Thursday, at 8 p.m. Exposition of Scripture, Saturday at 3 p.m. Prayer Meeting.

Wesleyan Methodist Church, Wanchai.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6.15 p.m.

Soldiers' and Sailors' Home, Argyle Street.—Sunday Evening, Gospel Services 8 p.m.

St. Joseph's Church, Garden Road.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Glenora.—Low Masses at 6, 7, and 8.30 a.m. High Mass at 8 a.m. 2.30 p.m.—Benediction of the Blessed Sacrament.

First Church of Christ Scientist.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

New Year Dance.

The Royal Naval Quadrille Club announces their annual New Year dance in the Royal Naval Club on Monday, January 1, 1917. A line of dancing will be held from 8.30 p.m. to 1.30 a.m.

WEATHER REPORT.

On the 1st at 11.57—Pressure has increased, moderately over N. China, and N. Japan; it has decreased slightly over the south coast of China and the Philippines; other changes are slight. Air temperatures are shown to the east of Japan and over the lower Yangtze Valley. A shallow depression is crossing S. Manchuria in a westerly direction, while another depression is situated to the east of the Yangtze apparently moving north-eastwards.

Strong monsoon will prevail over the east and south coast of China and over the north part of the China Sea. Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 6.00 inch. Total since January 1st, 79.51 inches, against an average of 82.05 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW

District. Forecast. H. K. wind, fresh to strong; Sea. 1 Hongkong to Gap Road. 2 Formosa Channel. 3 South coast of China to the same between H.K. and Lamook. 4 South coast of China to the same between H.K. and Hainan. T. F. CLAXTON, Director, Hongkong Observatory, Dec. 1, 1916.

METEOROLOGICAL.

Previous	Day	On date	On date
	at 10 a.m.	at 10 a.m.	at 10 a.m.
Barometer	30.20	30.25	30.28
Temperature	61	53	63
Humidity	87	39	33
Wind Direction	N	N	E
Force	2	2	3
Weather	b	b	b
Rain	0.00	0.00	0.00

Highest temp. at Temperature on the 1st 63. Lowest temp. at 33. H. K. Observatory, December 1, 1916. T. F. CLAXTON, Director.

CLOTHES RATIONS.

What Germans Put up With. For the benefit of those nervous persons who have been led to believe that the Germans have been accumulating a lot of textile factories for the purpose of dumping them on these shores after the war is over, it may be well to call their attention to the Clothing Rationing Order which has been in effect since last June in the Kaiser's dominions, says the New York Times.

The avowed purpose of the order is to economise supplies of wool and cotton because of their scarcity. Most articles of clothing can only be bought on production of a permit from the competent authorities, who must first be satisfied with the applicant's claim. When an application for a permit is made, the minutest inquiry is had into the applicant's existing wardrobe. Young couples beginning house-keeping are advised to postpone their furnishing. The result of the rules has been that people are reduced to one-fifth of their usual supply of new clothes. This, too, in spite of the fact that paper, yarns and textile fibre are being used in fabrics in place of wool and cotton.

It takes a rather vivid imagination to suppose that persons living under such a stress are able to make, and fill warehouses with, clothes to dump in foreign countries. Still, the limit of credulity has never been fathomed.

Civilians Preferred. Sergeant Major Brand, Army Ordnance Department, this morning summoned a rickshaw coolie for refusing hire at Happy Valley from the football ground. Complainant said he asked defendant to take him, but he refused, and pointing over to the Golf Club, said "No can." Complainant did not bother, but turned to get another rickshaw. Just then three civilians followed him, and defendant rushed over for their hire. Defendant was then taken to the Police Station. Complainant said he had thought the matter up because the soldier had a great difficulty in getting rickshaws down at Happy Valley. The rickshaw pullers' guild took civilians in preference. A line of rickshaws was formed at the Police Station.

SHIPPING.

KONINKLYKE PAKETVAART MAATSCHAPPY.

ROYAL PACKET NAVIGATION CO.
The s.s. "JACOB."

This vessel plies regularly between HONGKONG & BELAWAN
DELI (Sumatra) via Swatow.
Next Sailing from Hongkong: December 26, 1916.

This vessel has excellent saloon accommodation for a limited
number of passengers, is fitted with all modern conveniences
and carries a duly qualified surgeon.
For freight and passage apply to—

Yok Building, Tel. 1874.
Hongkong, 27th Nov., 1916.

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Agents.

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U. S. MAIL LINE.

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"ECUADOR," "VENEZUELA" and "COLOMBIA."
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ALL LOWER BERTHS and Large
Comfortable Staterooms (all single and two berth only).

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For further information, rates, literature, schedules etc.,
Apply to—

Company's Office in
ALEXANDRA BUILDINGS,
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Forgemasters, Brass and Iron Founders,
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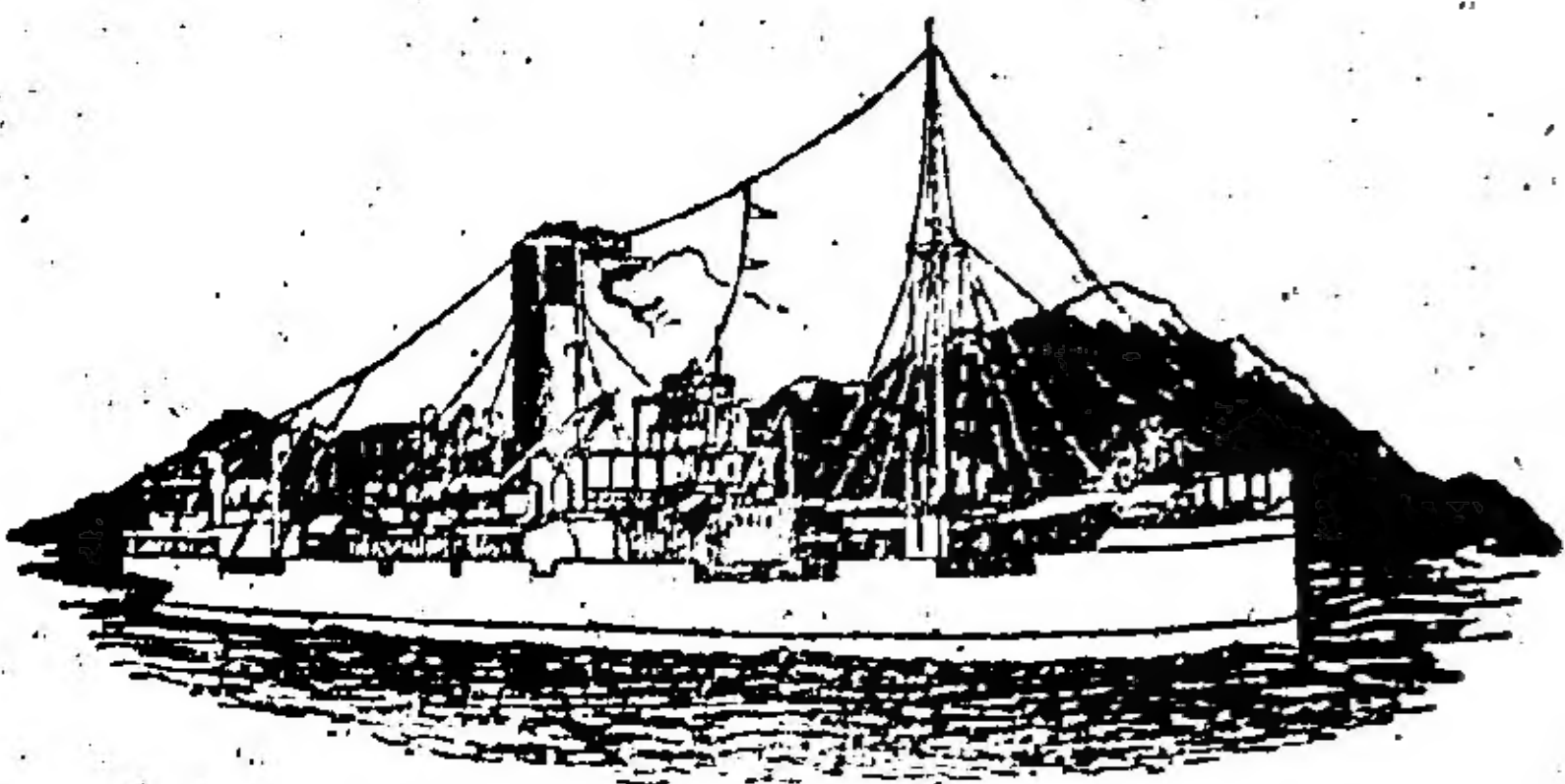
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Marine & Road Motors, Light Draft Carriers,
Gunboats, Speedy Launches, Harbour Craft,
Houseboats and Pleasure Craft of every descrip-
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HONGKONG, CHINA & JAPAN, AGENTS.
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VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London via Cape Town	Kakri M.	N. Y. K.	9. Dec.
London via Ports	Cyclops	B. & S.	13. Dec.
London via Ports	Nankin	P. & O.	15. Dec.
Liverpool via Ports	Ningchow	B. & S.	24. Dec.
Liverpool via Ports	Eurypylus	B. & S.	31. Dec.
Genoa	Merishire	J. M. Co.	Dec.
Genoa and London	Glanifer	S. T. & Co.	Dec.
London via Ports	Peles	B. & S.	2. Jan.

NEW YORK, SAN FRANCISCO AND CANADA

New York via Panama.	Tsushima M.	N. Y. K.	6. Dec.
San Francisco via Japan	Venezuela	P. M. S. S.	9. Dec.
Boston and New York	Eurymedon	B. & S.	9. Dec.
San Francisco via Japan	Sibata M.	T. E. K.	13. Dec.
San Francisco via Japan	Tjikembang	J. C. J. L.	14. Dec.
Victoria, B.C., & Seattle	Tamba M.	N. Y. K.	19. Dec.
San Francisco via Japan	Tenjo M.	T. E. K.	19. Dec.
Seattle via Japan	Protesilaus	B. & S.	23. Dec.
Vancouver via Japan	E. of Russia	C. P. O. S.	28. Dec.
Victoria B.C., via Japan	Shidzuka M.	N. Y. K.	3. Jan.
San Francisco via Japan	Nippon M.	T. E. K.	4. Jan.
South American Ports	Kiyo M.	T. E. K.	9. Jan.
San Francisco via Japan	Arakan	J. C. J. L.	11. Jan.
San Francisco via Japan	Shiyo M.	T. E. K.	17. Jan.
San Francisco via Japan	Chius	C. M. S. S.	31. Jan.

AUSTRALIA.

Australia via Manila	Tango M.	N. Y. K.	12. Dec.
Australia via Manila	Eastern	G. L. Co.	26. Dec.
Australia via Manila	Nikko M.	N. Y. K.	12. Jan.
Australia via Manila	St. Albans	G. L. Co.	27. Jan.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Singapore, Penang and Calcutta	Laitang	J. M. Co.	2. Dec.
Manila	Longsang	J. M. Co.	2. Dec.
Saigon	Foochow	B. & S.	2. Dec.
Shanghai, Moji and Kobe	Namsang	J. M. Co.	3. Dec.
Haiphong	Taisang	J. M. Co.	3. Dec.
Shanghai via Swatow	Wingsang	J. M. Co.	3. Dec.
Shanghai and Japan	Touer	B. & S.	3. Dec.
Shanghai	Yingchow	B. & S.	3. Dec.
Haiphong, Pakhoi and Haiphong	Sunkiang	B. & S.	4. Dec.
Kobe	Tijlajap	J. C. J. L.	4. Dec.
Shanghai, Moji and Kobe	Tolomi M.	N. Y. K.	4. Dec.
Shanghai via Swatow	Yusang	J. M. Co.	5. Dec.
Manila, Cebu and Hilo	Tea	B. & S.	5. Dec.
Swatow/Haiphong	Haiphong	D. L. & Co.	5. Dec.
Shanghai	Chansang	J. M. Co.	5. Dec.
Shanghai	Kiukiang	B. & S.	5. Dec.
Singapore, Penang & Calcutta	Fooksang	J. M. Co.	6. Dec.
Shanghai	Tijmanock	J. C. J. L.	6. Dec.
Sandakan	Mausang	J. M. Co.	6. Dec.
Amoy and Shanghai	Hahow	B. & S.	6. Dec.
Shanghai	Kwongsang	J. M. Co.	7. Dec.
Shanghai to Yokohama	Novara	P. & O.	8. Dec.
Swatow, Amoy and Foochow	Haiphong	D. L. Co.	8. Dec.
Java	Tjikini	J. C. J. L.	9. Dec.
Manila	Yusang	J. M. Co.	9. Dec.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	11. Dec.
Manila	Protesilaus	B. & S.	11. Dec.
Vladivostok via Japan	Tsushima M.	N. Y. K.	14. Dec.
Shanghai, Kobe & Yokohama	Suwa M.	N. Y. K.	16. Dec.
Shanghai and Japan	Tydeus	B. & S.	17. Dec.
Shanghai, Moji and Kobe	Somali	P. & O.	17. Dec.
Belawan Deli (Sumatra) via S'tow	J. C. J. L.		26. Dec.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP
COMPANY, LTD.

AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.

Consignees per Co.'s Steamer
"PELEUS."

are hereby notified that the Cargo
will be discharged into Holt's
Wharf, Kowloon, where it will lie
at Consignee's risk. The Cargo
will be ready for delivery from
Godown on and after 29th
November.

Optional cargo will be landed,
unless notice has been given prior
to steamer's arrival.

All broken, chafed, and damaged
goods are to be left in the Go-
downs, where they will be exam-
ined on any Tuesdays and Fridays
between the hours of 10.45 a.m.
and noon within the free storage
period.

No claims will be admitted
after the goods have left the
steamer's Godown, and all Goods
remaining undelivered after the
5th December, will be subject
to rent.

All Claims against the Steamer
must be presented to the under-
signed on or before the 19th
December, or they will not be
recognised.

No Fire Insurance will be
effected.

BUTTERFIELD & SWIRE
Agents.

Hongkong, 26th November, 1916.

CONSIGNEES

INDO-CHINA STEAM NAVI-
GATION CO., LTD.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG
& SINGAPORE.

THE Steamship

"NAMSANG,"

having arrived from the above
ports, Consignees of cargo by her
are hereby informed that all goods
are being landed at their risk into
the hazardous and/or extra hazard-
ous Godowns of the Hongkong
Company, Limited, whence, and/or
from the wharves, delivery may
be obtained.

Goods (not cleared by the 6th
December, will be subject to rent.

All broken, chafed and damaged
packages are to be left in the
Godowns where they will be
examined. Claims against the
steamer must be presented within
10 days of arrival, otherwise they
will not be recognised.

No Fire Insurance will be
effected by us in any case what-
soever.

Bills of Lading will be counter-
signed by—

JARDINE, MATHESON
& Co., Ltd.

General Managers.

Hongkong, 26th November, 1916.

MOVEMENTS OF
STEAMERS.

AMERICAN MAIL.

The Pacific Mail s.s. ECUADOR left
Honolulu Nov. 24, for Hongkong via
Yokohama and may be expected to arrive
here on December 23, and will leave for
San Francisco, December 30, at noon.

The Pacific Mail s.s. VENEZUELA
leaves Manila Dec. 3, for Hongkong and
may be expected to arrive here on the
morning of Dec. 5, and will leave for San
Francisco, December 9, at noon.

ENGLISH MAIL.

The P. & O. Homeward Mail Steamer
MOREA will leave Hongkong on the 7th
of Dec. for London, and will arrive in London on
Wednesday, the 24th ultimo.

AU-TRALIAN MAIL.

The E. & A. s.s. EASTERN will leave
on the 15th Nov. for the port of Queen-
land Ports, and may be expected to
arrive here on or about 5th
December.

MERCHANT STEAMERS.

The Ben Line s.s. BENAYON from
Middle East and London left Singapore for
the port on the 1st instant and may be
expected to arrive here on or about 7th
December.

VESSELS IN PORT.

Steamers.

Waler, Br. s.s. 4,399, Buthen, 4th Sept.

Vungro Bay, 30th Aug. Gen.—B. L.

Hongwan L. Br. s.s. 2,060, Edmond, 6th

Nor.—Amoy, 4th Nov. Gen.—Chinese.

Kutangs, Br. s.s. 4,895, B. s.s. 21st Nov.

Singapore, 12th Nov. Gen.—J. M.

Shanghai, Chl. s.s. 270, Holford, 25th

Nov.—Kwangchowwan, 23rd Nov.

Gen.—Chinese.

Yushun, Chl. s.s. 1,079, Legge, 25th Nov.

Mike, 25th Nov. Coal—Order.

Liangchow, Br. s.s. 1,205, Owen, 26th

Nov.—Saigon, 18th Oct. Rice—B. & S.

Hallotis, Du. s.s. 1,070, Wal, 27th Nov.

Tamsui, 24th Nov. Ballast—A. F.

Maung, Br. s.s. 1,644, Alcock, 27th

Nov.—Sandakan, 26th Nov. J. M.

Manila M. Jap. s.s. 6,035,01, Kobogashi,

27th Nov.—Shanghai, 24th Nov. Gen.

—O. S. K.

Premathus, Nor. s.s. 1,024, Jensen, 27th

Nov.—Saigon, 17th Nov. Rice—

—A. & Co.

Tijlajap, Nor. s.s. 2,470, Brugema, 27th

Nov.—Bulit Fapan, 24th Nov. Gen.

—J. C. J. L.

Chofu M. Jap. s.s. 933, Kada, 24th Nov.

—Saigon, 21st Nov. Rice—Chinese.

Chunang, Br. s.s. 1,416, Matlock, 25th

Nov.—Baya, 17th Nov. Sugar—

J. M. & Co.

Halvard, Nor. s.s. 1,066, Beck, 25th Nov.

—Swatow, 27th Nov. Gen.—Chinese.

Loonang, Br. s.s. 1,192, Robertson, 25th

Nov.—Manila, 23th Nov. Gen.—J. M.

—A. & Co.

Laitang, Br. s.s. 2,224, Mooney, 25th Nov.

—Moji, 23rd Nov. Gen.—J. M. & Co.

Takrang, Br. s.s. 988, Matthews, 25th

Nov.—Haiphong, 27th Nov. Gen.—

J. M. & Co.

Glenogle, Br. s.s. 4,359, McGhie, 29th

Nov.—Swatow, Gen.—Chinese.

Kajo M. Jap. s.s. 1,151, Egan, 29th

Nov.—Swatow, 28th Nov. Gen.—

O. S. K.

Mikasa M. Jap. s.s. 1,859, Tanaka, 29th

Nov.—Amoy, 27th Nov.—M. B. K.

Salamis, Br. s.s. 1,796, Gardiner, 29th Nov.

—Moji, 25th Nov. Gen.—B. L. Co.

Tijmanock, Du. s.s. 1,151, Egan, 29th

Nov.—Bilatan, 25th Nov. Gen.—J. C. J. L.

Tsuru M. Jap. s.s. 1,895, Yoshida, 29th

Nov.—Amoy, 23rd Nov. Gen.—

Nikko & Co.

Hulebow, Br. s.s. 1,200, Hooker, 30th

Nov.—Tientsin, 25th Nov. Gen.—

B. & S.

Namsang, Br. s.s. 2,591, Liddell, 30th

Nov.—Calcutta, 12th Oct. Gen.—

J. M. & Co.

Sunkiang, Br. s.s. 987, Trowbridge, 30th

Nov.—Haiphong, 28th Nov. Gen.—

B. & S.

Chusan, Br. s.s. 1,338, Robertson, 1st Dec.

—Swatow, 30th Nov. Wood—Order.

Pakhol, Br. s.s. 1,200, Tucker, 1st Dec.

—Saigon, 25th Nov. Rice—B. & S.

Shunchoy, Chl. s.s. 838, Kyle, 1st Dec.

Saigon, 24th Nov. Rice—Chinese.

VESSELS DUE.

Agents.	Vessel's Name.	Ton- nage.	Date Due.	From.
P. M. S. S.	Venezuela	5,559	Dec. 3	San Francisco
B. & S.	Eurybates	9,045	Dec. 3	Singapore
B. & S.	Toucer		Dec. 4	Singapore
G. L. & Co.	Eastern	16,000	Dec. 6	Australia
N. Y. K.	Kamo Maru		Dec. 6	Yokohama
P. & O.	Novara		Dec. 7	Bombay
J. C. J. L.	Tjikini	9,547	Dec. 7	Shanghai
B. & S.	Protesilaus	12,500	Dec. 8	Seattle
N. Y. K.	Tamba Maru	13,500	Dec. 8	America
N. Y. K.	Targo Maru		Dec. 11	Yokohama
P. & O.	Nankin		Dec. 14	Kobe
B. & S.	Tydeus	7,441	Dec. 16	Liverpool
P. & O.	Somali		Dec. 17	Kobe
B. & S.	Protesilaus	9,54	Dec. 20	Manila
B. & S.	hemius	6,699	Dec. 23	Liverpool
P. M. S. S.	Ecudor		Dec. 23	San Francisco
P. & O.	Novara		Dec. 28	Kobe
B. & S.	Deepkal	4,929	Dec. 29	Liverpool
P. & O.	Nyanza		Dec. 31	Bombay
G. L. & Co.	St. Albans		Jan. 7	Australia
B. & S.	Ixion	10,220	Jan. 7	Seattle
P. & O.	Somali		Jan. 11	Kobe

NOTICE.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE—NEW YORK.

DESTROYERS AT JUTLAND

By Rudyard Kipling.

[ARTICLE III.]

The doorkeepers of Zion
They do not always stand
In helmet and whole armour
With halberds in their hand;
But, being free of Zion,
And all her mysteries,
They rest awhile in Zion,
As even jest in Zion,
In Zion at their ease.

The gatekeepers of Basal
They dare not sit or lean,
But fume and fret and posture
And foam and curse between;
For being bound to Basal
Whose sacrifice is vain,
Their rest is scant with Basal;
They glare and pant for Basal,
They mouth and rant for Basal,
For Basal in their pain.

But we will go to Zion
By choice and not through dread,
With these our present comrades,
And those our present dead;
And, being free of Zion,
In both her fellowships,
Sit down and up in Zion—
Stand up and drink in Zion
Whatever cup in Zion
Is offered to our lips.

As one digs deeper into the records one sees the various temptations of men revealing themselves through all the formal wording. One commander may be an expert in torpedo-work, whose first care is how and where his shots went, and whether under all circumstances of pace, light, and angle the best had been achieved. Destroyers do not carry unlimited stocks of torpedoes. It rests with commanders whether they shall spend with a free hand at first or save for night-work ahead—risk a possible while he is yet afloat or hang on coldly for a certainty. So in the old whaling days did the harpooner bring up or back off his boat till some shift of the great fish's bulk gave him sure opening at the deep-seated life.

And then comes the question of private judgment. "I thought so and so would happen. Therefore, I did this and thus." Things may or may not turn out as anticipated, but that is merely another of the million chances of the sea. Take a case in point. A flotilla of our destroyers sighted six (there had been eight the previous afternoon) German battleships of Kingly and Imperial caste very early in the morning of the 1st June, and duly attacked. At first our people ran parallel to the enemy, then, as far as one can make out, headed them and swept round sharp to their left, firing torpedoes from their port or lefthand tubes. Between them they hit a battleship which went up in flames and debris. But one of the flotilla had not turned with the rest. She had anticipated that attack would be made on another quarter, and for certain technical reasons, she was not ready. When she was, she turned and single-handed—the rest of the flotilla having finished and gone on—carried out two attacks on the five remaining battleships. She got one of them amidships, causing a terrific explosion and flame above the masthead, which signifies that the magazine has been touched off. She counted the battleships when the smoke had cleared, and there were but four of them. She herself was not hit though shots fell close. She went her way, and seeing nothing of her sisters picked up another flotilla and stayed with it till the end. Do I make clear the mass of blind hazard and wary judgment in which our men of the sea must move?

Some of the original flotilla were chased and headed about by cruisers after their attack on the six battleships, and a single shell from battleship or cruiser reduced one of them to such a condition that she was brought home by her sub-lieutenant and a midshipman. Her captain, first lieutenant, gunner, torpedo coxswain, and both signalmen were either killed or wounded; the bridge with other instruments and signal-gear went; all torpedoes expended; a gun was out of action, and the usual cordite fire developed. Luckily, the

engines were workable. She escaped under cover of a smoke-screen, which is an unbearably filthy outpouring of the densest smoke by increasing the proportion of oil to air in the furnace-feed. It rolls forth from the funnels looking solid enough to sit upon, spreads in a search-light proof pat of impenetrable beastliness, and in still weather hangs for hours. But it saved that boat.

It is curious to note the subdued tone of a boy's report when by some accident of slaughter he is raised to command. There are certain formalities which every ship must comply with on entering certain ports. No fully-striped commander would trouble to detail them any more than he would the aspect of his club-porter. The young'un put it all down, as who would say:—"I rang the bell, wiped my feet on the mat, and asked if they were at home." He is most careful of the port proprieties, and since he will be sub again to-morrow, and all his equals will tell him exactly how he ought to have handled her, he almost apologises for the steps he took—deeds which ashore might be called cool or daring.

The Senior Service does not gush. There are certain formalities appropriate to every occasion. One of our boats, who was knocked out early in the day and lay helpless, was sighted by several of her companions. One of them reported her to the authorities, but being busy at the time said he did not think himself justified in hampering himself with a disabled ship in the middle of an action. "It was not as if she was sinking, either. She was only holed fore and aft, with a bad hit in the engine-room and her steering gear knocked out. In this posture she cheered the passing ships, and set about repairing her hurts with good heart and a smiling countenance. She managed to get under some sort of way at midnight, and next day was taken in tow by a friend. She says officially "His assistance was invaluable, as I had no oil left and met heavy weather."

What actually happened was much less formal. Fleet destroyers as a rule do not worry about navigation. They take their orders from the flagship, and range out and return on signal, like sheep-dogs whose fixed point is their shepherd. Consequently, when they break loose on their own they fetch up rather doubtful of their whereabouts—as this injured one did. After she had been so kindly taken in tow she inquired of her friend ("Message Captain to Captain") "Have you any notion where we are?" The friend replied "I have not, but I will find out." So the friend waited on the sea with the necessary implements, which luckily had not been smashed, and in due time made:—"Our observed position at this hour is thus and thus." The tow, irreverently—"Is it? Didn't you know you were a navigator?" The friend, with hauteur—"Yes, it's rather a hobby of mine." The tow:—"Had no idea it was as bad as all that; but I'm afraid I'll have to trust you this time. Go ahead and be quick about it." They reached a port, correctly enough, but to this hour the tow, having known the friend at Dartmouth, insists that it was pure Joss.

And Joss, which is luck, fortune, destiny, the irony of Fate or Nemesis, is the greatest of all the battle-gods that move on the water. As I will show you later, knowledge of gunnery and a delicate instinct for what is in the enemy's mind may enable the destroyer to thread her way, slowing, speeding and twisting, between the heavy salvos of opposing fleets. As the tall water spouts rise and break with the chill smell of the east sea, she judges where the next grove of them will sprout. If her judgment is correct, she may enter it in her report as a little feather in her cap. But it is Joss when the stray 12in. shell buried by a giant as one giant ten miles away falls on her from Heaven, and wipes out her and her profound calculations. This was soon to happen to a Hun destroyer in mid-attack. While she was being laboriously dealt with by a 4in. gun something immense took her and she was not.

Joss, it is, too, when the cruiser's eight-inch shot that should have raked out your innards, from the forward boiler, to the ward-room stove diffuses miraculously, like a twig dragged through deep water, and, almost returning on its track, goes out unburdened and leaves you repressed by the breadth of a nail, from three deaths in one. Later one single splinter, no more, may cut your oil-supply pipes as dreadfully and completely as a broken wind-screen in a collision cuts the surprised motorists' throats. Then you must lie useless, fighting oil-fires while the precious fuel gutters away, till you have to ask leave to escape while there are yet a few tons left. One ship who was once left white by such a piece of Joss, suggested it would be better that oil pipes should be led along certain lines which she sketched. As if that would make any difference to Joss when he wants to show what he can do.

Our sea-people, who have worked with him for eight hundred years have acquired something of Joss' large toleration and humour. He causes ships in thick weather or under strain to mistake friends for enemies. At such times, if your heart is full of highly organised hate you stride frightfully and efficiently till one of your perishes and the survivor reports wonders, which are duly wireless all over the world. But if your heart is full of highly organised hate you stride frightfully and efficiently till one of your perishes and the survivor reports wonders, which are duly wireless all over the world. But if your heart is full of highly organised hate you stride frightfully and efficiently till one of your perishes and the survivor reports wonders, which are duly wireless all over the world.

It does not concern the Jutland fight, but another little affair which took place a while ago in the North Sea. It was understood that a certain type of cruiser of ours would not be taking part in a certain show. Therefore, if anyone saw cruisers very like them he might blaze at them with a clear conscience, for they would be Hun-boats. And one of our destroyers—thick weather as usual—spied the silhouettes of cruisers exactly like our own stealing across the haze. Said the Commander to his Sub, with an inflection neither period, exclamation nor interrogation mark can render: "That—*is*—them."

Said the Sub in precisely the same tone:—"That is them, sir." "As my sub," said the commander, "your observation is strictly in accord with the traditions of the service. Now, as man to man, what are they?" "Well," said the sub "since you put it that way, I'm d—d if I'd fire." And they did not, and they were quite right. The destroyers had been off on another job, and Joss had jammed the latest wireless orders to her at the last moment. But Joss had also put it into the hearts of the boys to save themselves and others.

I hold no brief for the Hun, but honestly I think he has not lied as much about the Jutland fight as people believe, and that when he protests he sank a ship he did very completely sink a ship. I am the more confirmed in this belief by a still small voice among the reports, musing aloud over an account of an unaccountable outlying brawl witnessed by one of our destroyers. The voice suggests that what the destroyer saw was one German ship being sunk by another. Amen.

Our destroyers saw a good deal that night on the face of the waters. Some of them who were working in "areas of comparative calm" submit charts of their tangled courses, all studded with notes along the zigzag—something like this:—

8 p.m. Heard explosion to the N.W. (A neat arrow head points that way). Half an inch further, along a short change of course and the word hit explains the meaning of: "Sighted enemy cruiser engaged with destroyers." Another twist follows. "3.30 p.m. passed wreckage. Engaged enemy destroyers port beam opposite courses." A long straight stretch without incident, then a tangle, and:—"Picked up survivors of So-and-so." A stretch over to some ship that they were transferred to, a fresh departure, and another brush with "Single destroyer on parallel courses. Hit. 0.7 a.m., passed bows enemy cruiser sticking up. 0.18 joined flotilla for attack on battleship squadron." So it runs on—one little ship in a few short hours passing through

more wonders of peril and accident than all the old fleet ever dreamed. In years to come naval experts will collate all these diagrams and argue over them. A lot of the destroyer work was inevitably as mixed as a bombing down a trench, as the coasts of a polo match, or as the hot heaving heart of a football scrum. It is difficult to realise when one considers the size of the sea that it is that very size and absence, of boundary which helps the confusion. To give an idea, here is a letter (it has been quoted before, I believe, but it is good enough to repeat many times) from a nineteen year old child in a destroyer to his friend aged seventeen (and minus one leg) in a hospital:—

"I'm so awfully sorry you weren't in it. It was rather terrible, but a wonderful experience, and I wouldn't have missed it for any thing, but by jove, it isn't a thing one wants to make a habit of.

"I must say it is very different from what I expected. I expected to be excited; but was not a bit. It's hard to express what we did feel like, but you know the sort of feeling one has when one goes in to bat at cricket and rather a lot depends upon your doing well and you are waiting for the first ball. Well it's very much the same as that. Do you know what I mean? A sort of tense feeling not quite knowing what to expect. One does not feel the slightest bit frightened, and the idea that there's a chance of you and your ship being scuppered does not enter one's head. There are too many other things to think about."

Follows the usual "No ship like our ship" talk, and a note of where she was at the time.

"Then they ordered us to attack, so we bustled off full bore. Being navigator, also having control of all the guns, I was on the bridge all the time, and remained for twelve hours without leaving it at all. When we got fairly close I sighted a good-looking Hun destroyer which I thought I'd like to strafe. You know, it's awful fun to know that you can blast off at a real ship and do as much damage as you like. Well, I'd just got their range on the guns and we'd just fired one round, when some more of our destroyers coming from the opposite direction got between us and the enemy, and completely blanketed us, so we had to stop, which was rather rot. Shortly afterwards they recalled us, so we bustled back again. How any destroyer got out of it is perfectly wonderful.

"Literally there were hundreds of progs (shells in water) all round us, from a 15in. to a 4in. and you know what a big splash a 15in. bursting in the water does make. We got washed through by the spray. Just as we were getting back a whole salvo of big shells fell just in front of us and short of our big ships. The skipper and I did rapid calculations as to how long it would take them to reload, fire again, time of flight, &c., as we had to go right through the spot. We came to the conclusion that, as they were short a bit, and (they?) didn't, but luckily they altered deflection, and the next fell right astern of us. Anyhow we managed to come out of that row without the ship or a man on board being touched.

"It's extraordinary the amount of knocking about the big ships can stand. One saw them hit, and they seemed to be one mass of flame and smoke, and you think they're gone, but when the smoke clears away they are apparently none the worse and still firing away. But to see a ship blow up is a terrible and wonderful sight; an enormous volume of flame and smoke almost 200 feet high and great pieces of metal, &c., blown sky high, and then when the smoke clears not a sign of the ship. We saw one other extraordinary sight. Of course, you know the North Sea is very shallow. We came across a Hun cruiser absolutely on end. His stern on the bottom and his bow sticking up about 20 feet in the water, and a little further on a destroyer in precisely the same position.

"I couldn't be certain, but I rather think I saw your old ship crashing along and blowing away, but I expect you have heard from some of your pals. But the night was lay and away the worst

YARN AND INDIAN SUNDRIES.

Messrs. Setna and Company's Report.

Messrs. S. D. Setna and Co., in their report dated November 30 state:—

Cotton.—Market ruled steady. Sales are reported at about 100 packages at \$30 to \$34 per picul. Unsold stock is estimated at about 450 packages. Reported closing quotations:—\$30 to \$34 per picul.

Indian Yarn.—Market for the fortnight remained firm in sympathy with the advance recorded in prices of cotton. The brisk demand lodged from the interior has further strengthened the market with a rise of \$2 to \$3 above the last quotations and sales are reported of about 5,700 bales, comprising about 3,550 bales of No. 10s, 700 bales of No. 12, 200 bales of No. 16s and 1,150 bales of No. 20s. Unsold stock is estimated at about 13,000 bales. Sold but unsold stock is computed at about 11,000 bales.

Sundry Articles.—In imports, sales are reported in apricots at \$32 to \$34 (per picul), bellium at \$14 (per picul), bhesabols at \$10 to \$13 (per picul), cloves at \$38 to \$40 (per picul), fennel seeds at \$12 (per picul), fahmawe, fine &c. at \$55 to \$280 (per picul), gumolibanum at \$11 to \$20 (per picul), halibors at \$24 (per picul), ivory at \$300 to \$600 (per picul), kismise at \$32 to \$40 (per picul), myrambollams at \$13 to \$2 (per picul), putchuck at \$200 (per picul), and Besoar stone at \$180 (per catty). In exports purchases are reported in green beans at \$31 to \$4 (per picul), cardamum seeds at \$42 (per picul), fire crackers at \$18 to \$26 (per case), galangal at \$9 (per picul), garlic at \$5 (per picul), dry ginger at \$13 (per picul), glue \$50 (per picul), preserves at \$5 to \$8 (per case), and turmeric at \$11 (per picul).

time of all. It was pitch dark, and, of course, absolutely no lights, and the firing seems so much more at night, as you could see the flashes lighting up the sky, and it seemed to make much more noise, and you could see ships on fire and blowing up. Of course, we showed absolutely no lights. One expected to be surprised any moment, and eventually we were. We suddenly found ourselves within 1,000 yards of two or three big Hun cruisers. They switched on their searchlights and started firing like nothing on earth. Then they put their searchlights on us, but for some extraordinary reason did not fire on us. As of course we were going full speed we lost them in a moment, but I must say that I, and I think everybody else, thought that that was the end, but one does not feel afraid or panicky. I think I felt rather cooler than at any other time. I asked lots of people afterwards what they felt like, and they all said the same thing. "It all happens in a few seconds, one hasn't time to think, but never in all my life have I been so thankful to see daylight again—and I don't think I ever want to see another night like that—its such an awful strain. One does not notice it at the time, but it's the reaction afterwards."

I never noticed I was tired till I got back to harbour, and then we all turned in and absolutely slept like dogs. We were seventy-two hours with little or no sleep. The skipper was perfectly wonderful. He never left the bridge for a minute for twenty-four hours, and was on the bridge or in the charthouse the whole time we were out. (The charthouse is an airy dog-kennel that opens off the bridge), and I've never seen anybody so cool and untruffed. He stood there smoking his pipe as if nothing out of the ordinary were happening.

One quite forgot all about time. I was relieved at 4 a.m., and on looking at my watch found I had been up there nearly twelve hours, and then discovered I was rather hungry. The skipper and I had some cheese and biscuits, ham sandwiches and water on the bridge, and then I went down and brewed some cocoa and ship's biscuits.—*Journal of Commerce.*

CHINESE PASSENGER SHIPS.

The Duration of Voyages.

A Proclamation has been issued by H.E. the Officer Administering the Government declaring that all proclamations declaring what should be deemed to be the duration of the voyages of Chinese passenger ships are now revoked, and that the voyage of any ship from Hongkong or from any port in China or within 100 miles of the coast thereof to any port in any of the following places shall be deemed to be a short voyage of more than seven days duration but not exceeding 30 days duration:—Australia, Bismarck Archipelago, Borneo, Burma, Caroline Islands, Ceylon, Ellice Islands, Federated Malay States, Gilbert Islands, Guam, India, Labuan, Loyalty Islands, Marianne Islands, Marshall Islands, Netherlands East Indies, New Caledonia, New Guinea, New Hebrides, New Ireland, Pelew Islands, Santa Cruz Islands, Solomon Islands, Straits Settlements, Timor.

The Proclamation also provides that the voyage of any ship from Hongkong or from any port in China or within 100 miles of the coast thereof to any port in any of the following places shall be deemed to be a long voyage of more than 30 days' duration:—Africa, America, (North and South) Arabia, Europe, Fiji Islands, Madagascar, Mauritius, New Zealand, Pacific Ocean, (all islands in the Pacific not otherwise specified herein provided that the length of the voyage exceeds 4,500 miles), Persian Gulf, (ports in countries bordering on), Reunion, Sandwich Islands, Seychelles, West Indies.

PORT OF HONGKONG.

Amended Traffic Regulations.

The following amended notices are published with reference to the Public Traffic Regulations for the Port of Hongkong promulgated in Government Notification No. 286 of August, 1914:—

Regulations for river steamers wishing to take shelter in the Port of Hongkong during bad weather.—If the examination vessels are withdrawn on account of bad weather river steamers arriving at the Western entrance wishing to enter harbour should hoist the International signal P.D.—"Permission is urgently requested to enter harbour." This signal will be acknowledged by the Examination Battery at Stonecutters hoisting the International answering pendant. On the Examination Battery hoisting T.X.A. "Proceed into harbour" the incoming vessel shall proceed west of Stonecutters and anchor north of the island to the eastward of a line joining the west point of Stonecutters and the torpedo pier at Lai-chikok. Vessels while anchored in the above mentioned position are to hold no communication with the shore. On the weather moderating vessels are to proceed west of Stonecutters to the examination anchorage where they are to remain until they have been examined and passed into harbour in the usual manner. Disobedience of any of the above regulations will render the offender liable to be fired on without warning.

Typhoon Signals.—Should the local typhoon signals be hoisted (either red or black) all vessels are to at once raise steam or make other preparations for shifting berth. Steamers are to shift to Kowloon Bay as soon as possible. All steam launches to proceed to Chin Wan or Mong Kok Tsui Shelter. All native craft to proceed to either Mong Kok or Causeway Bay shelter. Should the typhoon signals be hoisted by night all vessels may proceed to their respective shelters. When the signals are lowered all vessels may return to their respective berths by day.

Western Entrance.—The channels to the south of Lantau are open to river traffic and junk. Entry of launches, etc.—The owners of launches and other small craft are informed that the entry of their vessels into the port will be greatly facilitated if they are each supplied with a set of International Code flags.

TEACHERS' MORALS IN JAPAN.

Disgraceful Scenes in a Tramcar.

In the English column of the *Osaka Asahi* appears the following letter from "A Member of the Aruto Kai" (Walking Society):—

May I trespass upon your valuable space to relate a detestable incident which I witnessed in the Keihan tramcar last night? I agree with the principals of many girls' schools, who encourage mountaineering among their students, but I hope the parents of these girls will exercise good care as to the character of the accompanying teachers or guides. I specially draw their attention to this point because they entirely rely upon the teachers, and feel quite satisfied as long as their girls are under their care, and would never dream of such an incident as that which I witnessed.

On my way back from Uji I had to wait for a tram-car at Chujijima. There I found a number of people waiting, among whom were several girl students led by their teachers. All the teachers were more or less intoxicated, and their conduct towards the students was most disgusting, in that they sat on the girls' knees, chatted incoherently, and so on. Upon getting into the car their behaviour did not improve at all. They chased round the girls, sang vulgar songs, slipped aside, jostled with the conductor; and at Hirakata they forced their students to alight to see the scenery. I refrained from mentioning the name of the school these unscrupulous teachers belong to, fully expecting their repentance. At the same time, however, I dare to ask the parents of such girls as to whether it is their intention to bring up their girls as ladies of high virtue or like regular geisha girls.

"A POOR SAILING VESSEL."

Inside A "Tank" While Charging.

A soldier who was one of the crew of a "Tank" when these weird engines of war made their first appearance on the Somme battlefield, described his experiences to the *Evening Standard*. He was wounded, and was recovering in a Salford hospital.

"The Tank" to which I was attached," he said, "was one of the first to go into action. The ground was so broken up with shell holes that artillery could not travel over it, but the 'Tanks' crawled slowly across it in front of the infantry.

"It now all seems like a nightmare to me, and it is not easy to describe my feelings as I sat inside while the strange monster slid down one side of a shell hole and slowly crawled up the other until at last we were astride of the enemy's trenches. The waiting for the order to move was the worst sensation. When we got moving and began firing the excitement of the battle kept our senses alert.

"The motion of the 'Tank' I can liken to nothing better than being on a stormy sea in a very poor sailing vessel. We felt quite safe inside of the machine. The Germans tried hard enough with their artillery, but the men in the trenches we were attacking were too demoralised by our strange appearance to do much.

"They expected another infantry attack, for which they were well prepared, but when they saw the 'Tanks' come lumbering on toward them they were too amazed to make a real resistance, and our task was comparatively simple.

"When we had done our bit the infantry came along and cleared out the trenches and dug-outs. It was a pandemonium while it lasted, with the rattling of machine-guns and bursting shrapnel about us."

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLING; B.—BUYING; P.—BUYERS; N.—NOMINAL.

To-day's Closing Prices	STOCK.	Number of Shares	Par Value	Paid Up	1915. Highest	1915. Lowest	1916. Highest to Date	1916. Lowest to Date	Last Dividend and Date
ea. \$730	Banks.								
	H.K. & Shanghai Banking Corp.	120,000	\$125	all	84 1/2 Sept.	78 1/2 May	820	725	Int. div. of £2 3/4 at ex 3/11 subject to Income tax for 1/4 year ending 30/6/16 paid 14/8/16.
n. \$400	Marine Insurance.	10,000	\$250	50	42 1/2 Sept.	340 Jan.	426	39 1/2	Final of \$7 making \$25 a/c 1914, and interim of \$18 a/c 1915.
n. \$152	Canton Ins. Office, Ltd.	10,000	\$15	£5	180 April	145 Jan.	180	152	Final Div. of 15% making 27 1/2 for year ending 30/6/16.
a. \$940	North China Ins. Co., Ltd.	12,400	\$250	100	97 1/2 Aug.	750 Jan.	\$1005	\$880	Final of \$20 and bonus of \$10 making \$60.00 for 1914 and Interim of \$30.00 for 1915.
n. ex 73255	Union Ins. S'ty of C'ton, Ltd.	12,000	\$100	60	280 Dec.	200 Jan.	300	240	Final of \$15 making \$18 for 1914 & Int. of \$6 for 1915.
a. \$160	Fire Insurance.								
sa. \$375	China Fire Ins. Co., Ltd.	20,000	\$100	20	16 1/2 Aug.	127 1/2 April	168	152	\$7 & \$3 bonus 1914 \$27 for 1914.
	H'kong Fire Ins. Co., Ltd.	8,000	\$250	80	42 1/2 Sept.	385 Jan.	420	367 1/2	
ea. \$122 1/2	Shipping.								
b. \$21 1/2	Douglas Steamship Co., Ltd.	20,000	\$50	all	104 1/2 Dec.	28 1/2 Mar.	137	106	Div. \$1. Bonus \$3. making in all \$14. for year ending 30/6/16 paid 26/9/16.
b. \$139	H'kong C. & M.S.S. Co., Ltd.	80,000	\$15	all	22 1/2 May	19 Dec.	24	17 1/2	\$1.00 for year ending 31.12.15.
b. \$46	Indo-China (Combined Steam Navigation Co., Ltd.) Preferred	60,000	£5	all	17 1/2 Dec.	62 1/2 Jan.	190	171	Int. Div. 3/- on Pref. & 10/- on Def. shares, for 1/4 year ending 30/6/16, at exch. 2/1/16 paid 11/8/16.
b. 103/-	Shell T'port & T'ing Co., Ltd.	3,797,610	£1	all	94 1/2 June	75 1/2 Jan.	112/6	86/6-	Final of 5/- (Coupon 25/-) making in all 7/- for year 1915 \$1.65 Div. and 45 cents bonus for year ending 30.4.16.
a. \$38	Star Ferry Company, Ltd.	40,000	\$10	all	93 1/2 Oct.	23 July	41	35	
b. \$129	Petrol.								
b. \$37	China S. Refining Co., Ltd.	20,000	\$100	all	13 1/2 Sept.	80 Jan.	146	100	\$12 for 1915 First year.
	Malabon S. Refining Co., Ltd.	14,000	P.30	all			40 1/2	30 1/2	
n. 36/-	Mining.								
a. \$2.75	Kailan Mining Admin'n. Raub Australian Gold Mining Co., Ltd.	1,000,000	£1	all	35 1/2 April	30/- Dec.	36/9	26/-	Interim Div. of 1/- net a/c 30.6.16. (Coupon No. 7.) 1/2 for 1909.
n. x. d. 30/-	Tronoh Mines Ltd.	200,000	£1	all	4.40 Mar.	2.40 Jan.	3.35	1.70	1/- interim making 3/- for a/c 1916 paid 26/10/16.
b. 32/9	Ural Caspians	796,666	£1	all	25/- Dec.	32/6 Mar.	42/6	28/6	Final of 4/- making 5/- for a/c year ending 12/11/15 paid July 19.6
b. 184	Docks/Wharves/ godowns &c.								
n. \$133	H'kong & W. D. Co. Ltd.	60,000	\$50	all	82 Oct.	65 April	85 1/2	71	\$3.50 for year 1915.
b. 85	H.K. & W. D. Co. Ltd.	60,000	\$50	all	90 Oct.	56 Mar.	135	78 1/2	Int. \$2 1/2 paid 9/11/16.
n. 82	Shai Dock & Eng. Co., Ltd.	55,700	£100	all	63 1/2 Sept.	49 July	92 1/2	59	Tls. 7 1/2 for year ending 30.4.16 Tls. 3 for 1915.
	Shai & H'kew W. Co., Ltd.	36,000	£100	all	10 Dec.	10 April	93	81	
n. \$115	Hotels and Buildings.								
a. \$101	H'kong Hotel Co., Ltd.	20,000	\$50	all	124 Feb.	108 Dec.	118	107	\$3 for 1/4 year ending 30.6.16 paid 13/8/16.
b. \$6.90	H'kong Land Investment Co.	50,000	\$100	all	114 Jan.	103 1/2 Dec.	105 1/2	100	Int. Div. of \$3 1/2 for 1/4 year ending 30/6/16, paid 25/7/16.
a. \$25	H'k'hyres Estate & F. Co. Ltd.	150,000	\$10	all	7 1/2 Jan.	6 July	7.10	6.40	35 cents for year 1915.
n. 91	K'loon Land & B'ing Co., Ltd.	60,000	\$50	30	44 Jan.	40 Sept.	38	35	\$2 1/2 for 1915.
a. 85	Shanghai Lands	78,000	£50	all	57 Mar.	107 Dec.	107	90	Int. Div. of 6% for 1/4 year ending 30/6/16 paid 27/7/16.
a. \$101	West Point Building Co., Ltd.	12,500	\$50	all	68 1/2 Mar.	77 Dec.	90	77	Int. div. of \$2 for 1/4 year ending 30/6/16 paid 21/7/16 \$7.00 for year ending 31.12.15.
a. \$160	Cotton Mills.								
n. 16	Ewo Cotton S. & W. Co., Ltd.	20,000	£50	all	180 July	117 Jan.	167	130	Tls. 16 for year ending 31/10/15.
n. 80	K'ong Yik	75,000	£100	all	161 July	117 Jan.	161	114	Tls. 1.50 for year ending 30/11/15.
n. 115	Sou Kung Mow	8,000	£100	all	90 1/2 July	72 Jan.	81	63	Tls. 12 for 1913.
n. 115	Shanghai Cottons	40,000	£50	all	100 May	77 Jan.	125	81	Dividend of Tls. 6 for year ending 30.6.16 paid 29/9/16.
n. 6	Miscellaneous.								
a. \$83	Yangtze Pootung	175,000	£5	all	6 1/2	34	6 1/2	4 1/2	7% a/c Pref. for 14 Months ending Dec. 1915.
b. \$4.75	China Borneo Company, Ltd.	60,000	\$10	all	11 1/2 Apr.	5 1/2 May	10.35	8.00	72 cents for 1915.
a. \$9.00	China (Spec. shares)	50,000	\$1	all	3.65 Mar.	4.95 Oct.	4.90	4.30	6% for year ending 28.2.06.
a. \$26	China Prov. L. & M. Co. Ltd.	125,000	\$10	all	7 1/2 Jan.	10.15 Oct.	10.10	8.40	70 cts. for 1915.
b. \$11.00	Dairy Farm Company, Ltd.	60,000	7 1/2	6	35 Jan.	29 Dec.	41	26	\$3 for year ending 31/7/16 paid 31/1/16.
b. \$53	Green Island Cement Co. Ltd.	400,000	\$10	all	11.10 Oct.	5.20 Jan.	11.00	8.65	60 cts. for 1915.
n. \$160	Hongkong Electric Co., Ltd.	60,000	\$10	all	45 Oct.	36 1/2 Feb.	55	43	\$2.25 for year 29/2/16.
n. \$34 1/2	Hongkong Ice Co., Ltd.	6,500	\$26	all	190 Dec.	183 Oct.	190	158	Int. Div. of \$2 for 1/4 year ending 30/6/16 paid 22/8/16.
a. \$7.00	Hongkong Rope Mfg. Co., Ltd.	60,000	\$10	all	34 Dec.	25 Jan.	41	30	Int. Div. of \$1 for 1/4 year ending 30/6/16, paid 23/8/16.
a. \$22	Langkats	250,000	£10	all	43 1/2 May	35 Mar.	40 1/2	22	7% p.a. for 1/4 year ending 30/6/16, at exch. 2/1/16 (c. 167) paid 13.9.16.
b. \$10	Peak Tramway Co., Ltd. (Old)	25,000	\$10	all	10 1/2 Mar.	9.30 June	10.25	9 1/2	70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.16.
b. \$1	Do (New)	60,000	\$10	\$1	1.05 Mar.	80 cts. Aug.	1.00	60 cts.	25 cts. for year ending 31/5/16.
n. \$17.00	Steam Laundry Co., Ltd.	20,000	\$5	all	4 1/2 Jan.	3 June	3.80	3 1/2	\$1.00, per share for year ending 31.12.1915.
b. \$6.75	Union Water-boat Co., Ltd.	27,723	\$10	all	13 Jan.	16 Dec.	17	14	70 cts. for 1915.
b. \$6.50	Watson and Co., Ltd.	90,000	\$10	all	7 1/2 Mar.	6.50 Oct.	7.70	6	30 cts. on old shares and 25 cts. on new shares for year ending 30.6.14.
n. \$29	William Powell, Limited	21,000	\$7	all	6 1/2 Aug.	6 Dec.	7 1/2	5 1/2	12 for 1915.
n. \$21	S. C. Morning Post	6,000	\$26	all	28	28	29	28	
b. \$21	H'Kong Steel Foundry Co. Ltd.	7,808	\$10	all			10	9 1/2	

BENJAMIN & POTTS, Share and General Brokers, Princes Building, HONGKONG. Tel. address, Broker,

CORRECTED TO MON. DEC. 1, 1916. TELEPHONE NO. 1152.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

SHARE REPORT.

Meers, Benjamin and Potts, in their share report, dated December 1, state:— Since our last report, dated the 24th ultimo, our November Settlement has been satisfactorily negotiated. The market has strengthened for speculative stocks and closes firm with buyers in predominance. Investment shares are still on offer, but there are very few enquiries and many of the leading stocks could be obtained at under quoted rates. Shanghai market remains lifeless owing to the continued tightness of money, and business under present conditions with the Northern port is impossible. The Rubber market keeps strong and the price of the raw material has advanced to 2/11 1/2. The Singapore share market is firm and quotations are on the upward grade. A third interim dividend of 50 cents has been declared by the Kowloon Java Plantations, Limited.

Hongkong and Shanghai Banks have further weakened and also have been made at \$735 and \$730, but at the latter rate there are small buyers.

Both Marine and Fire Insurance continue more or less neglected. Unions are quoted at \$940, but a lower rate would no doubt be accepted.

A few Hongkong Fire changes hands at the advanced rate of \$375. Douglas weakened for the Settlement and sales were made at low as \$121, but the market has since hardened and there are buyers now at \$125. Business has been done forward in this stock at \$128 1/2 for February and \$128 for March delivery. Deferred Indos also rose to \$131 1/2 and shares changed hands at \$133 1/2, but since the Settlement the price has improved and \$139 is now offered without bringing out many shares. The "Preferred" can still be placed at \$44. Hongkong, Canton and Macao Steamboats have been bought at \$21 1/2 and \$22. Star Ferries are without business at \$38.

China Sugars were also affected by the Settlement and the price was brought down to \$129—at which rate a good many shares were snapped up. At the time of writing there appear to be no shares offering and the market closes with buyers at \$130. Malabon are enquired for at \$37. Hongkong and Whampoa Docks, after weakening to \$131, have again firmed up to \$133 and a considerable business has been transacted in them forward. Sales have been made at \$138 February and at \$140 March. Kowloon Wharves remain steady at \$84—at which price a good many shares have changed hands.

Both Hongkong Lands and Central Estates are to be had at par, but no transactions have been reported. Humphreys Estates have buyers at \$6.00 and some small business was done in them at \$7. West Point is offering at \$85 and Kowloon Lands at \$25.

Green Islands have been dealt in to a large extent and the price has advanced to \$11.10 and looks like further rising. China Lights can still be placed at \$4.75. Hongkong Electric are wanted at \$53 and Peak Trams at \$10. Dairy Farms are offering at \$26; Low Level Trams at \$7 and China Providents at \$8.90. Watsons are weak with sellers at \$7, buyers only offering \$6.75. Steam Laundries have buyers at \$3.75. Ropes are dull with no business.

NOTICES.

G. R.

Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily. Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

MITSUBISHI CUSHI KWAISHA.

(MITSUBISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF YAMAGUCHI, OCHI, MUTASE, KISHIDA, YOSHINOYA, MOTO, KAWA, ZUZA, SANO, KANADA, SHINKEI, KAWAMURA, BISHAI and GYUBAR Collieries.

Agent for SANKYO COAL.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOI, KANATSU, WAKAMATSU, OTSU, MUROSAI, HAKODATE, KOSU, OSAKA, KURE, TOKYO, YOKO, HAMA, YAGODA, TSUBURA, VIADOSTOCK, HANKOW, PEKING, LON- DON, NEW YORK, SHANGHAI, HONGKONG, HAIPHONG and CANTON.

Cable Address:—"IWASAKI." Codes: AI, A.B.C. 5th Ed., Western Union, and Bentley's.

AGENCIES:—CHINKIANG—Messrs. GEARING & CO., MANILA—Messrs. MACDONALD & CO., SINGAPORE—Messrs. BORNEO CO. LTD., GLAGOW—Messrs. A. E. BROWN, McFARLANE & CO., LTD.

For Particulars, apply to—K. KATO, Manager, Hongkong, No. 2, Pedder Street.

MARTIN'S APOLARTELL PILLS

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EXCHANGE.

Hongkong, Saturday, 2nd Dec., 1916.

SELLING.	
T/T	2 3/4
Demand	2 3/4 1/2
30 d/a	2 1/4
60 d/a	2 1/4 1/2
4 m/a	2 1/4 1/2
T/T Shanghai	Nom.
T/T Singapore	9 1/2
T/T Japan	108
T/T India	172 1/2
Demand, India	172 1/2
T/T San Francisco	55 1/2
co & New York	55 1/2
T/T Java	133 1/2
T/T Marks	Nom.
T/T France	3.23 1/2
Demand, Paris	3.23

BUYING.	
4 m/a L/C	2 1/4 1/2
4 m/a D/P	2 1/4 1/2
6 m/a L/C	2 1/4 1/2
30 d/a Sydney & Melbourne	2 1/4 1/2
30 d/a San Francisco & New York	56 1/2

4 m/a Marks	Nom.
4 m/a France	3.34 1/2
6 m/a France	3.39 1/2
Demand, Germany	—
Demand, New York	55 3/4
T/T Bombay	172 1/2
Demand, Bombay	172 1/2
T/T Calcutta	—
Demand, Calcutta	172 1/2
Demand, Manila	110 1/2
Demand, Singapore	99
On Haiphong	39 1/2 prem.
On Saigon	34 1/2 prem.
On Bangkok	66 1/2
Sovereign	8.55 Nom.
Gold Leaf, per oz.	52.40
Bar Silver, per oz.	35.15/16

SUBSIDIARY COINS.	
Chinese	20 cts pieces 3 1/2 dis.
Chinese	10 " 2 1/2 dis.
Hongkong 20 cts. pieces 1 1/2 prem.	
Hongkong 10 " 1 1/2 prem.	

DISCOUNT PER \$100:

Chinese

Chinese

Hongkong 20 cts. pieces 1 1/2 prem.

Hongkong 10 " 1 1/2 prem.

BANKS.

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall St., New York.

LONDON OFFICE: 55, Abchurch Lane, E.C. 4.

CAPITAL PAID UP

RESERVE FUNDS

U.S. GOLD

BRANCHES:—

HONGKONG, PEKING, SHANGHAI, TIENTSIN, YOKOHAMA.

CANTON, CEBU, MANILA, SINGAPORE, SOERABAYA, YOKOHAMA.

HANKOW, HONGKONG, KIO, SANTIAGO, SINGAPORE.

Through its close affiliation with The National City Bank of New York, the Bank is able to offer the services of the branches of that institution in Cuba and South America. Namely:—

HABANA, BUENOS AIRES, HAVANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CHILE, SANTIAGO, SAO PAULO, VALPARAISO.

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

Hongkong, 26th September, 1916.

BANK OF CANTON LIMITED.

HEAD OFFICE HONGKONG.

FOREIGN EXCHANGE and General Banking Business Transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received.

INTEREST ON FIXED DEPOSITS:

For 3 Months 3% per annum.

For 6 Months 4% per annum.

For 12 Months 4 1/2% per annum.

LOOK POON SHAN, Chief Manager.

NOTICE.

NOTICE.

PEAK TRAMWAY CO. LIMITED.

TIME TABLE.

WEEK DAYS.

From 6.30 a.m. to 10.00 a.m. 10.00 a.m. to 12.00 p.m. 12.00 p.m. to 2.00 p.m. 2.00 p.m. to 4.00 p.m. 4.00 p.m. to 6.00 p.m. 6.00 p.m. to 8.00 p.m. 8.00 p.m. to 10.00 p.m. 10.00 p.m. to 11.00 p.m. 11.00 p.m. to 12.00 a.m. 12.00 a.m. to 1.00 a.m. 1.00 a.m. to 2.00 a.m. 2.00 a.m. to 3.00 a.m. 3.00 a.m. to 4.00 a.m. 4.00 a.m. to 5.00 a.m. 5.00 a.m. to 6.00 a.m. 6.00 a.m. to 7.00 a.m. 7.00 a.m. to 8.00 a.m. 8.00 a.m. to 9.00 a.m. 9.00 a.m. to 10.00 a.m. 10.00 a.m. to 11.00 a.m. 11.00 a.m. to 12.0

NOTICES.

WORTH TRYING.



\$1.40
for
50.

\$1.40
for
50.

WESTMINSTER "SPECIALS."

TURKISH CIGARETTES.

NATIONAL MISSION MEETINGS FOR MEN ONLY

City Hall 6.30 p.m.
(CHAMBER OF COMMERCE ROOM.)

Monday, December 4th
"Why doesn't God Stop the War?"
Tuesday, December 5th.
"Is Christianity Played out?"
Thursday, December 7th.
"Why should men lead a moral life?"
Friday, December 8th.
"Why should men pray?"

These meeting will be of short duration.

QUESTIONS ARE INVITED.

SPEAKER:

Rt. Rev. F. L. NORRIS, D.D.

VICTORIA RECREATION CLUB.

A NAVY & ARMY BOXING TOURNAMENT

(WILL BE HELD TO-NIGHT.)
Saturday, December 2, at 9.15 p.m. sharp.
Proceeds to be given to War Charities.

Fifteen Round Contest:
SEAMAN R. HEARNE v. Pte. THOMAS
Ten Round Contest:
Corpl. GARDINER v. Corpl. WHITE, R.E.
Six Round Contest:
W. S. WILLS v. Corpl. HEATH
Six Round Contest:
O. S. CLARKE v. Pte. DAVIS
Six Round Contest:
SHEARMAN v. Pte. ROPEUWENT
Six Round Contest:
O. S. CUTHBERTSON v. Pte. BEASTLEY
Six Round Contest:
O. S. RAY v. Pte. PLIMMER
Six Round Contest:
O. S. LEWIS v. BANDSMAN TAYLOR
Three Rounds Blindfold Boxing:
Pte. FISHER v. Pte. WATTERHAM.

PRICES 33, 52 & 51.

Booking at MOUTRIE'S.

POST OFFICE.

Correspondence addressed to enemy subjects in China, Siam, Liberia and Portuguese East Africa, Persia and Morocco cannot be transmitted.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

Ships in communication with Cape D'Agulhar Radio Telegraph Station:--
VENEZUELA TACOMA MARU
TSUSHIMA M.

MAILS DUE.

Europe (via Negapatam) - Per ATHOS, 6th Dec.
Australia - Per EASTERN, 6th Dec.

MAILS CLOSE TODAY.

Philippine Is. - Per LOONGSANG, 2nd Dec, 2 p.m.
Japan via Kobe - Per TJILATJAP, 2nd Dec, 2 p.m.
Hainan - Per TAKSANG, 2nd Dec, 5 p.m.
Swatow, Shanghai & N. China - Per WINGANG, 2nd Dec, 5 p.m.
Shanghai & N. China - Per YINGCHOW, 2nd Dec, 5 p.m.

TO-MORROW.

Swatow, Amoy, Fuzhou via Tamsui - Per KAIJO MARU, 3rd Dec, 9 a.m.

MONDAY, 4th December.

Amoy - Per PROMETHEUS, 4th Dec, 8 a.m.
Hainan, Pakhoi & Hainan - Per SUNGKIANG, 4th Dec, 9 a.m.
Hainan - Per HUICHOW, 4th Dec, 11 a.m.
Hainan & N. China - Per KWANGSE, 4th Dec, 11 a.m.
Shanghai & N. China, Japan via Kobe - Per NANSANG, 4th Dec, 2 p.m.

French Mail:
Hainan, Tourane, Saigon, Straits, Burma, Ceylon, India, Aden, Egypt & Europe - Per POLYNESIAN, 4th Dec, 3.15 p.m. Letters 4 p.m.

Hainan - Per CHUNSIANG, 4th Dec, 5 p.m.
Swatow, Shanghai & N. China - Per YUSANG, 4th Dec, 5 p.m.

TUESDAY, 5th December.

Swatow - Per HAIHONG, 5th Dec, 10 a.m.
Shanghai & N. China, (Europe via Sibiria) - Per KIUUKIANG, 5th Dec, Registration 2.15 a.m. Letters 3 p.m.
[Shanghai Ch. P.O. Saturday, 9th Dec.]
Philippine Is. - Per TEAN, 5th Dec, 3 p.m.

WEDNESDAY, 6th December.

Japan via Moji - Per BORNEO MARU, 6th Dec, 8 a.m.
Sandakan - Per MAUSANG, 6th Dec, 11 a.m.
Amoy, Shanghai & N. China - Per HOIHOW, 6th Dec, 3 p.m.

FRIDAY, 8th December.

Swatow, Amoy & Fuzhou - Per HAIHONG, 8th Dec, 11 a.m.
Shanghai & N. China, Japan via Nagasaki, Victoria & Tacoma - Per MANILA M., 8th Dec, 1 p.m.

SATURDAY, 9th December.

Straits, Ceylon, Dalgona Bay, Cape Town & United Kingdom - Per KATORI M., 9th Dec, 11 a.m.

TUESDAY, 12th December.

Philippine Is., Australia, New Zealand, Tacoma via New Guinea via Thursday Is. - Per TANGO MARU, 12th Dec, 3 p.m.

FRIDAY, 15th December.

Straits, Burma, Ceylon, Australia, Western Australia, India, Aden, Egypt & Europe. (The parcel mail will be closed on Thursday, 14th Dec, at 5 p.m.) - Per KATORI M., 15th Dec, 3 p.m.

SHIPPING NEWS.

ARRIVED.

Ankumar M. Jap. s. Haraku, 1st Dec. - M.I. 25th Nov., Cal-M. R. K.
Lear s. Br. s. 340, Jenlyn, 1st Dec. - Saigon, 25th Nov., Rice-Chiama.
Cheongta. Br. s. 1,333, Speed, 2nd Dec. - Bangkok, 13rd Nov., Rice-B. & S.
Kichang. Br. s. 1,278, Pasco, 2nd Dec. - Shanghai, 23rd Nov., Gen-B. & S.
Tean. Br. s. 1,452, Finlayson, 2nd Dec. - Manila, 23rd Nov., Gen-B. & S.

DEPARTED.

Nov. 30.
Malta for Bombay via Singapore (S) man for Pharmacop.

Dec. 1.
Hainan for Canton
Hainan for Fuzhou via Swatow
Yui gha for Saigon
Pelous for Yotobama via Shanghai
Kia gha for K. C. Wan via Macao
Shanghai for Canton
Kunajit M. for Bombay via Singapore
Beran M. for Canton

CLEARANCES AT THE HARBOUR OFFICE.

Dec. 1.
Mikage M. for Bangkok
Liangchow for Singapore via Swatow.

Dec. 2.
Frochow for Saigon
Halvard for Bangkok via Swatow
Ch. fu M. for Saigon
Kaijo M. for Tamsui via Swatow
Hu chow for Canton
Taksang for Hainan
Portugal for Macao
Yingchow for Shanghai
Kichang for Canton
Loongang for Manila
Tilajap for Kobe
Prometheus for Singapore via Amoy

PASSENGERS ARRIVED.

Per s.s. TEAN, from Manila, on Dec. 2.
Billand Miss Macaulay Daniels

TUESDAY, 19th December.

Shanghai & N. China, Japan via Moji, Victoria B.C. & Seattle - Per TAMBA MARU, 19th Dec, 11 a.m.

THURSDAY, 28th December.

Shanghai, N. China, Japan via Nagasaki, Victoria, Vancouver, United States, Central & South America & United Kingdom via - Per EMERSON OF TUSIA, 28th Dec, Registration 9.45 a.m. Letters 10.30 a.m.
[Shanghai Ch. P.O. Saturday, 30th Dec.]

THE ALEXANDRA CAFE.
Just arrived. Fresh assorted American Sweets & Fry's Chocolates.

ASAHI
(SUN-BRAND) BEER
SOLE AGENTS:
MITSUI BUSSAN KAISHA
Telephone Nos. 155, 244.

Printed and Published for the Proprietor, by George William Cade Barnett at 11, Lee House Street, in the City of Victoria.
Hong Kong.

WEATHER REPORT.

The Weather Report and Forecast for to-morrow will be found on a Second Extra.

On the 1st at 11.35 - Pressure has decreased considerably over N.E. China owing to the passage of a depression to the north of Weihaiwei in an easterly direction.

A moderate anticyclone has developed over Japan. The Bonins depression has passed into the Pacific. Elsewhere changes since yesterday are small.

Strong monsoon is indicated along the south-east coast of China, and over the N. China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 8.60 inch. Total since January 1st, 73.81 inches, against an average of 82.1 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong to Gap Rock... N. winds, strong; fine.
2 Formosa Channel... Northerly gale.
3 South coast of China be- The same between H.K. and Lamock, as No. 1.
4 South coast of China be- The same between H.K. and Hainan, as No. 1.

Obsta Coast Meteorological Register.
December 1, a.m.

Station.	Hour.	Baromet.	Temperature.	Humidity.	Wind.	Force.	Weather.
Vietnam	6a	30.16			sw	4	
Manila	6a	30.38			sw	0	
Yokohama	6a	30.53			sw	0	
Kobe	6a	30.53			sw	1	
Nagasaki	6a	30.21			n	1	
Kagawa	6a	30.19			sw	1	
Oshima	6a	30.15			sw	1	
Yokohama	6a	30.15			sw	1	
Bonin Is.	6a	29.93			sw	1	
Chaofo	6a	30.19	38	63	sw	4 b	
Whitew							
Hankow							
Ichang							
Kichang							
Shanghai		30.40	31	100	sw	1 b	
Qinghai		30.38	42	58	sw	4 b	
Sharp P.		30.35	54	96	sw	1 b	
Amoy	6a	30.31	54	55	sw	2 b	
Swatow	6a	30.21	55	56	sw	2 r	
Taiwan	6a	30.10	55		n	4 b	
Taiwan	6a	30.10	57		n	4 b	
Koshun	6a	30.07	64		sw	4 b	
P'ooze	6a	30.14	59		sw	8 b	
Canton	6a	30.32	43	51	n	2 b	
H'kong	6a	30.32	52	46	n	1 b	
Gap Rock	6a	30.32	46		n	1 b	
Macao	6a	30.36	48	48	n	4 b	
Wachow	6a						
Pakhoi	6a						
Holbow	6a						
Phu Lien	6a	30.32	55	56	sw	6 b	
Tourane	6a	30.14	63		sw	7 b	
O. St. J.	6a	30.58	68		sw	4 b	
Apurri	6a	30.79	64	90	sw	1 b	
Daupan	6a	30.82	64	92	sw	1 b	
Manila	6a	30.72	75	79	sw	4 b	
Legaspi	6a	30.69	75	88	sw	4 b	
Taloban	6a	30.74	72	88	sw	4 b	
Boho	6a	30.67	74	76	sw	2 b	
Surigao	6a	30.74	74	80	sw	4 b	
Lanuan	6a						

METEOROLOGICAL.

T. F. CLAXTON, Director.
Hongkong Observatory, Dec. 1, 1916.
1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.
2 Temperature, in the shade, in degrees Fahrenheit.
3 Humidity, in percentage of saturation.
4 Direction of Wind, to two points.
5 Force of Wind, according to Beaufort Scale.
State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

Previous	Day	On date	On date
	Dec. 1	Dec. 2	Dec. 3
Barometer	30.21	30.28	30.76
Temperature	61	52	63
Humidity	26	46	27
Wind Direction	N	N	N
Force	2	1	2
Weather	b	b	b
Rain	0.00	0.00	0.00
Highest upon the Temperature in the 24th hr.	1st 51	2nd 51	3rd 51
Lowest	41	41	41

H.K. Observatory, December 1, 1916.
T. F. CLAXTON, Director.

ENTERTAINMENTS.

KISMET.

IN AID OF STAR & GARTER FUND.

GALA NIGHT, DECEMBER 15th
SECOND NIGHT, DECEMBER 16th
THIRD NIGHT, DECEMBER 18th
MATINEE, DECEMBER 20th

NEW MUSIC, SPECIALLY COMPOSED.

KEEP THE DATE OPEN.

BOOKING AT MOUTRIE'S.
ADVANCE, DECEMBER 1st & 2nd
GENERAL, DECEMBER 4th

KISMET.

VICTORIA THEATRE.

SATURDAY, 2nd DECEMBER, 1916.

Last two Episodes of

"THE RED CIRCLE."

Branded as a Thief.

Judgment Day.

Interesting:

THE PRAYING "MANTIS"

"PATHES BRITISH GAZETTE."

"THE GREAT WAR."

Comics:

"POKES & JABS IN CLOVER."

"JUST KIDS."

Booking at ANDERSON'S.

BIJOU THEATRE.

FROM 2ND TO 5TH DECEMBER.
TO-NIGHT! 9.15 P.M. TO-NIGHT!!

The Great Trans-Atlantic Serial.

"THE BROKEN COIN."

18th Episode (2 Reels.)

The last two Episodes (in 4 Reels.)

"THE TREY O' HEARTS."

ALSO KEYSTONE COMICS.

HONGKONG THEATRE.

(OLD LAND OFFICE BUILDING.)

Commencing SATURDAY December, 2nd, 1916.

3rd 4th & 5th Episodes

"THE DIAMOND FROM THE SKY."

A grand serial film. It comprises a clean, strong, human story, acted by leading "Stars" and produced in the finest style. Every episode and story speaks for itself.

NOTICE.

BOLL AND DUNLOP'S SCHIEDM GIN.

THE OLDEST HOUSE IN THE TRADE, ESTABLISHED 1821.



"THE GIN OF OUR FATHERS KEEPS US ALWAYS SMILING."

HOLLANDERS FOR SOUTH CHINA

H. RUTTONJEE & SON